

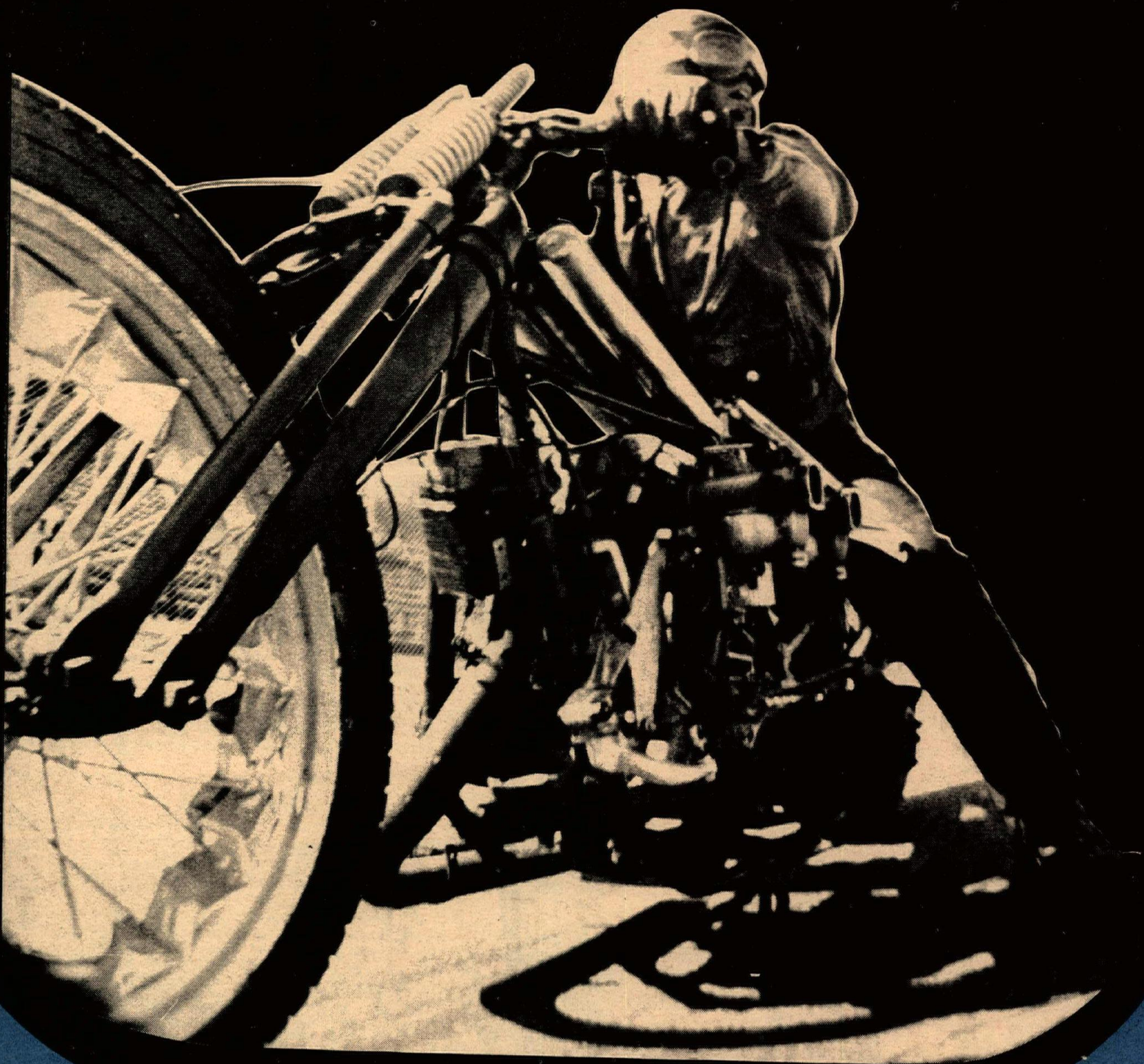
VOLUME V NUMBER 12

- California State Helmet Hassle -
Dills Bill Becomes Good - Foran's Stays Bad

April 18, 1968

25¢

The Motorcycle Enthusiast's
CYCLE NEWS
Weekly Newspaper



"Fish-eye" lens view of formidable Harley-Davidson fueler on deck last Sunday for \$900 all-bike drag meet at Lions Drag Strip.—Photo by Dennis Greene.

NEWSPAPER

6477 North Long Beach Boulevard
Long Beach, California 90805

CYCLE NEWS

NATIONAL CALENDAR OF EVENTS



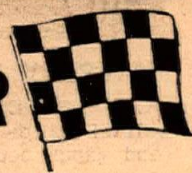
RACING- IT



MAKES THE



WORLD BETTER



Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL CHAMPIONSHIP SANCTION SCHEDULE

APRIL 28 - 7 MILE NATIONAL CHAMPIONSHIP DIRT TRACK. Great Southern Development, 1446 Tully Road, N.E., Atlanta, Ga.—Hampton Downs—Entries from AMA or District Referee. Entries close April 7.

APRIL 28 - 90 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN Tompkins, County MC, RFD 2, Route 13, Newfield, N.Y.—Entries from AMA or promoting club.

MAY 5 - 175 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN Midwest National Enduro Riders Assn., c/o Wm. Baird, Rt. 3, 1815 4th Ave., Sterling, Ill.—Illiana Speedway, Schererville, Ind.—Entries from AMA or promoting club.

MAY 19 - 13 MILE NATIONAL CHAMPIONSHIP DIRT TRACK Richmond MC, Inc., c/o Eddie Boomhower, 2226 Chamberlayne Ave., Richmond, Va.—Entries from AMA or District Referee. Entries close April 28.

MAY 19 - HARE & HOUND NATIONAL CHAMPIONSHIP Salt Lake MC, Box 1711, Salt Lake City, Utah—Entries from AMA or promoting club.

MAY 26 - 12 MILE NATIONAL CHAMPIONSHIP DIRT TRACK Jack Vannino, 611 N. Wyomissing Ave., Wyomissing, Pa.—Reading fairgrounds—Entries from AMA or District Referee. Entries close May 5.

MAY 26 - 250 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209—Entries from AMA or promoting club.

JUNE 2 - 5 MILE NATIONAL CHAMPIONSHIP DIRT TRACK Detroit Area Associated Motorcycle Clubs, Detroit, Mich.—Race course Livonia, Mich.—Entries from AMA or District Referee. Entries close May 12.

JUNE 16 - 100 MILE NATIONAL CHAMPIONSHIP ROAD RACE New England Motorcycle Dealers Assn., 20 Brewster St., Plymouth, Mass.—Loudon, N.H.—Entries from AMA or District Referee. Entries close May 26.

JUNE 23 - MINIATURE NATIONAL CHAMPIONSHIP ROAD RACE Pittsburgh Racing Assn., 718 Hope Hollow Rd., Pittsburgh, Pa.—Heidelberg Raceway—Entries from AMA or District Referee. Entries close June 2.

JULY 14-20 MILE NATIONAL CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore.—Entries from AMA or District Referee. Entries close June 23.

JULY 20 - 30 LAP TT

NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash.—Entries from AMA or District Referee. Entries close June 29.

JULY 27 - 50 LAP TT

NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.—Ascot—Entries from AMA or District Referee. Entries close July 6.

EVERY FRIDAY NIGHT

INDOOR SHORT TRACK at Portland, Oregon Exposition Center. Paved track, classes 0-250cc, Class A & C. Time trials at 8 p.m., first heat at 8:30 p.m. Regular short track program plus handicap event, fast time attempts, match races, etc. Will run every Friday night for rest of winter.

LIGHTWEIGHT TT & SHORT TRACK RACES at Trojan Raceway, ACA sanctioned. Located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc and 250cc classes in both TT and short track. Points, trophies and money. Starts at 8 p.m. every Friday night until April.

EVERY SATURDAY

ADELANTO TT SCRAMBLES TRACK, practice at Redding's 8/10-mile course on Hwy. 395 near Adelanto, Calif. \$1.00 per rider, spectators \$1.00 per carload. Call (213) 861-5189 for more info.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.), Street bike preferably, 9 a.m. start, \$10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY

ADELANTO TT SCRAMBLES at Redding's 8/10-mile on Hwy. 395 near Adelanto, Calif. 0-250cc practice at 8:30 a.m., big bikes approx. 11:30 a.m. Admission \$1.25 each person, \$2.00 entry fee. Class C rubber. Call (213) 861-5189 for further info.

SATURDAY, MARCH 30th

31st ANNUAL TRAIL BLAZER MEETING & BANQUET at Rodger Young Auditorium, 936 W. Washington Blvd., Los Angeles, Cal. Reception and visiting at 6 p.m., dinner promptly at 7:30 p.m. Excellent movies, talks. Wives or girlfriends welcome. All riders, enthusiasts or those with past M/C experience invited. By reservation only, \$6.00 for

dinner and badge, kit and program. Send remittance to Floyd Clymer, Trail Blazers President, 222 N. Virgil Ave., Los Angeles, Cal. 90004. No tickets sold at door or mailed. Must be picked up at banquet and paid for in advance.

SUNDAY, MARCH 31st

SCRAMBLES by Hi-Jinx M.C. at El Mirage, Cal. Riders meet at 9:30 a.m., race at 10 a.m. 100cc max. Gear for dirt. 1-1/2 hour race, \$3.00 entry fee. Take Barstow Fwy. north to Summit Inn and follow Hwy. 395 to Adelanto, Calif. Take El Mirage turnoff to the dry lake bed. Follow lime from Adelanto.

SCRAMBLES by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. For further info contact Mt. St. Helens M.C., P.O. Box 51, Castle Rock, Wash. 98611.

HILLCLIMB by the Campbell M.C., AMA sanc. Location: "Cycle Hills" at Hall's Ranch near Morgan Hill, Calif. There will be plenty of spectator room and refreshments. Practice at 9 a.m., start 11:30 a.m. sharp. First area hillclimb of the year and the fastest riders in Calif. will be demonstrating their skills. \$1.50 for riders or spectators. For further info contact Bill Landsborough (408) 241-6443.

AFM CHAMPIONSHIP ROAD RACE at Vaca Valley Raceway, just east of Vacaville, Cal. on U.S. 80, between San Francisco and Sacramento. \$1000 purse to GP classes, trophies to Production classes, plus \$100 to overall Prod. winner if Honda owner, from Stan Miguel of S.F. Honda. Pre-race info from AFM-SF Chapter, 4810 Daisy #B, Oakland, Cal. 94619. Sign-in at 8:30 a.m., practice at 9 a.m., first heat at noon. There is an additional charge for late entry so write now.

TT RACE by Shasta M.C., AMA sanc., smooth TT track, all classes. Track location: take Business Loop, Interstate #5, between Redding and Anderson, Calif. Turn west on Happy Valley Rd. and follow signs to track. Practice and sign up 10 a.m. to noon, race starts at 1 p.m. In case of inclement weather or for further info call (916) 241-4008 in Redding.

AMA SPORTSMAN ROAD RACE at San Angelo, Texas presented by Southwest M.C. Racing Assoc. Seven classes, point system for SMRA 9-event season, high-point trophy, banquet at end of year. For more info write Races, 2507 T.C.U. Ave., San Angelo, Texas 76901 or call (915) 949-1030.

MOTO-CROSS presented by the world-renowned Kern County Trailblazers at the all-new and fantastically fun to ride Kern River Moto-Cross circuit. Gates open at 8 a.m. Practice at 11 a.m. and race at noon. All classes. Three number plates mandatory. Lined west on Hwy. 58 from Fwy. 99. For further info call Jack Ogle at (805) 746-4058.

SUNDAY, MARCH 31st

MOTO-CROSS presented by Lompoc Slo-Pokes M.C. at Santa Maria Speedway, just off Hwy. 101, Santa Maria, Calif. Lined from Bakersfield exit on Hwy. 101. Entry \$1.50, spectators free. Practice 10 a.m., first race at noon, rain or shine. Minors must have parents statement of release. Camping, clean restrooms, and concessions available. For more info write Slo-Pokes, Box 2177, Orcutt, Calif.

11th ANNUAL POKER RUN by Hi-Way Kings M.C. Start 8-9:30 a.m., deadline 4 p.m. Donation \$1.50. Starts from Long Beach Harley-Davidson, 3654 Long Beach, Calif. Western jam session, live music, dancing, coffee, games, trophies, donuts and fun. Scenic highways, AMA sanctioned.

HARE SCRAMBLES by Lost Coyotes M.C. Dist. 37 point run, AMA sanc. Lined from golf course in California City, Calif. Three 28-mile loops for big bikes. Two loops for trail bikes. 10 a.m. Le Mans start. For info call (805) 942-7603.

SCRAMBLES at Lincoln Rodeo Grounds, one mile south of Lincoln, Calif. on Hwy. 65. Beautiful trophies in all classes. Admission \$1.50 to ride or watch. Sign up 9-11 a.m., practice 9-11 a.m., race at noon. AMA sanc., promoted by Sierra Cycle Club, P.O. Box 230, Auburn, Calif.

HARE SCRAMBLES by Clear Lake M.C. at Upper Lake area of Redwood Valley, Calif. AMA sanc., sign up 9-11 a.m. at Vic's Place on Rd. 230 in Redwood Valley. Location: 6 miles west of Ukiah, Cal. (between Ukiah and Willits) turn north on Hwy. 20 1/2-mile to Rd. 230, left 2 miles to Vic's Place for sign up. Then back to Hwy. 20 and proceed north 19 miles to Upper Lake. For more info call Jim Vickers (707) 263-5049.

APRIL 2nd-4th, 1968

"THE MINT 400 DEL WEBB DESERT RALLY" at Las Vegas, Nevada, an off-the-road cross-country event with a total purse of \$15,600. Limited to 300 vehicles including motorcycles, desert buggies, production cars and 4-wheel drive vehicles. NASCAR sanctioned, Rocky areas, sand dunes, brush, washes, mountainous regions. Winners in each division guaranteed \$2000 for 1st, \$1000 for 2nd, \$500 for 3rd, \$250 for 4th & \$150 for 5th. Headlights and taillights required. Entry \$175, includes 3 nights at the Mint Hotel for two, two tickets to Awards Banquet. For more info and entry blanks write Race Coordinator Norm Johnson, Mint Hotel, Las Vegas, Nev. or call (704) 385-7440.

FRIDAY, APRIL 5th

AMA PROFESSIONAL FLAT TRACK on the Ascot Park half-mile dirt track, promoted by J.C. Agajanian. Practice at 7 p.m., first race 8:15 p.m. Nov., Am., Exp. Class C riders. Track location 183rd & Vermont, Gardena, Calif., just off the Harbor & San Diego Fwys.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

NATIONAL CALENDAR OF EVENTS

SATURDAY, APRIL 6th

AMA PROFESSIONAL TT STEEPLECHASE at the Ascot Park twist, turn and jump course, promoted by J.C. Agajanian. Practice at 7 p.m., first race 8:15 p.m. Nov., Am., Exp. Class C riders. Track location 183rd & Vermont, Gardena, Calif., just off the Harbor & San Diego Fwys.

APRIL 6 through APRIL 14th

TEEN-TIME USA — Motorcycles and other youngminded folderol at the Anaheim Convention Center from 3 til midnight Saturdays. Promoted by Radio station KEZY in Orange County. Call (714) 533-3131 for more dope.

SAT. APRIL 6 & SUN. APRIL 7th

14th ANNUAL NORTHWEST AMA 6 STAR TT CHAMPIONSHIP RACE presented by Owyhee M.C. at Boise, Idaho. All Novices must time in and qualify on Sat. for Sunday's event. All Amateurs & Experts will time in and qualify on Sunday. \$50 for Exp. fast time, \$50 Exp. Trophy Dash, \$5.00 lap money for Experts. \$1600 total purse. Gates open 9 a.m. Race to be held at Owyhee M.C. club grounds. Write for entry blanks to Owyhee M.C., Box 733, Boise, Idaho 83701.

SAT. & SUN., APRIL 6 & 7th

CLASSIC AND ANTIQUE MOTORCYCLE RALLY in Visalia, Calif. Presented by the Classic & Antique Assoc., the Concours de Elegance show will be held at the Visalia Fair Mall on Mooney Blvd. Bike judging Sat., April 6 at 12 noon in the huge indoor mall, may be set up anytime between 8-10 a.m. Sat. Also trade meet and roped off parking area for use as riding and display area for unlicensed and racing bikes. Dinner at local banquet room at 8 p.m. Sun., April 7 an 80-mile poker run through twisty Sierra mountain foothills. First Classic & Antique Rally ever held on West Coast. For more info contact Frank F. Conley, Secy., 808 S. Church St., Visalia, Calif. 93277.

SUNDAY, APRIL 7th

8th ANNUAL SHAMROCK ENDURO, 125-miler, Mojave Hospital Benefit. Start and finish at Old Ricardo's, lined from Red Rock Canyon, Hwy. 14, 20 miles north of Mojave, Calif. No gas or food at start, muffler, waterproofing and license plate recommended. First Lt. Wt-Hvy-Wt. leaves at 8:01 a.m., 1st trailbike leaves 10:01 a.m. Trailbikes go 50 miles, others go 125 miles so bring extra gas can if you can't go 75 miles. Three riders to a number, trailbikes ride with own class only. Mail entry \$4.00, deadline April 1st. Drawing April 3, Sunland Park, 8:30 p.m. Mail entries to Tom Center, 7735 Kyle, Tujunga, Cal. 91042. Post entry \$5.00. Trailbikes can enter as lightweights and go all the way.

EUROPEAN SCRAMBLES presented by Desert Challengers M.C. at Deadman's Point, Calif. Three separate 1-hour races, approx. 30 miles. Trophies to 40% of entries. \$3.25 entry, no affiliation required, pie plates OK. All trail bikes 10 a.m., all small bikes 11:15 a.m., big bikes at 12:30 p.m. Campgrounds, picnic area, old western village, restaurant, saloon, western band, course revised every month, 100% visible to spectators. Turn off Hwy. 66 at Lucerne Valley cut-off, head east to intersection of Hwy. 18 in Apple Valley, Cal. and you're there.

POKER RUN by Navy City M.C. at Vallejo, Calif. Annual event, AMA sanc. Sign-up time 9:30-11 a.m. at Bettencourt's M/C Shop, 420 Marin St., Vallejo, Calif. Coffee and donuts served at start, entry fee \$1.50 per person, 7 trophies.

SCRAMBLES sponsored by the South County M.C. of Gilroy at 7800 Cieniega Rd., Hollister, Calif. AMA sanc., riders or spectators \$1.50, children under 12 free. Open to all classes. Practice 9 a.m., race at 12 noon. Beautiful trophies.

50-MILE SCRAMBLES by Sage-Hoppers M.C. at Encinitas, Cal. Practice 9 a.m., riders meeting 9:45 a.m. First race 10 a.m., Am. & Exp., all engine sizes. Second race 12 noon, Nov., all engine sizes. Lined from Fwy. #5 and Encinitas Blvd. National & Dist. 38 sporting points. Facilities, interesting course, friendly club. \$3.00 entry fee, no admittance charge. Cherry pickers and litterbugs will be wailed. For info call Bob Gooding (714) 753-2907.

SUNDAY, APRIL 7th

AFM CHAMPIONSHIP ROAD RACE at Orange County Int'l Raceway. Take Sand Canyon off-ramp from Santa Ana Fwy. (U.S. 101), 10 miles south of Santa Ana, Cal. \$500 guaranteed purse for GP classes, trophies to Production classes. For info write L.A. Chapter AFM, 3106 Griffin Ave., Los Angeles, Cal. 90031. Entries at track only. Pit gates open 7:30 a.m.

TT RACE by Shasta M.C., AMA sanc., smooth TT track, all classes. Track location: take Business Loop, Interstate #5, between Redding and Anderson, Calif. Turn west on Happy Valley Rd. and follow signs to track. Practice and sign up 10 a.m. to noon, race starts at 1 p.m. In case of inclement weather or for further info call (916) 241-4008 in Redding.

HARE SCRAMBLES presented by Cyclists of Bakersfield, Calif. Starts 12 noon, rain or shine. Six bikes make a class. AMA sanc., plenty of trophies, refreshments available. Entry fee \$3.00. Place: N. Chester Ave., lined from Bakersfield Speedway.

ENGLISH TRIALS by Southern Calif. Trials Assn. to be held in the Miramar area of San Diego. 10 a.m. start, sign up starts at 8:30 a.m. Lined from the Genessee Ave. turnoff of Interstate 5 and Miramar Rd. Consult local map for directions. Overnight camping not recommended; location is near a housing tract.

PONDEROSA HARE SCRAMBLES by Greyhounds M.C., 15 miles east of Lancaster, Calif. on Ave. J. 10 a.m. start, four 10-mile loops for all classes. Trophies to 50% of entries. 1968 Dist. 37 desert numbers only.

1st ANNUAL 100-MILE BONANZA HARE & HOUND presented by Nevada Trail Blazers of Reno, Nevada. AMA sanc., first area Hare & Hound in years. Course 100 miles of roads, trails and sagebrush. Refreshments and food available but bring your own gas and mark it well. Race starts 11 a.m. sharp. Entrants may check in or enter on Sat., April 6 at race headquarters, Ponderosa Hotel & Casino, 515 S. Virginia St., Reno, Nevada. Pre entry \$4.00, \$5.00 day of race. Call Doug Harrison at 786-1906 in Reno, Nevada for more info. Hwy. lined to course from U.S. 40 at U.S. 395 in downtown Reno.

4th ANNUAL POKER RUN presented by the Oxnard M.C. Starts at San Fernando H-D, 16113 Sherman Way, Van Nuys, Cal. Sign up 8 to 9:30 a.m. Coffee and donuts at start. Plenty of good food at finish. Donation of \$2.25 includes meal. Field events and plenty of trophies. 3-ft. Sweepstakes trophy. For further info call (805) 487-4080.

SUNDAY, APRIL 14th

THREE STAR AMA PROFESSIONAL TT RACE at Tri-City Raceway, West Richland, Wash. Presented by the Hill & Gully M.C. For further info contact John Rector at (509) 943-3391 or write Hill & Gully M.C., c/o Jack Cameron, 3403 W. Innaha, Kennewick, Wash. 99336.

HARE SCRAMBLES by Marin County M/C Assoc. at San Rafael, Calif. Road will be lined from San Pedro turnoff of Fwy. 101 just north of San Rafael. Left at stop sign. Sign up 9-11 a.m., race at noon, \$1.00 to watch, \$2.00 to ride. Rain or shine. Classes: 0-125 Nov.; 0-125 Am/Exp.; 126-250 Nov.; 126-250 Am/Exp.; 251-Open Nov.; 251-Open Am/Exp. For further info contact (415) 897-5901.

ARIZONA CHAMPIONSHIP TT at East-side Cycle Park, Tucson, Ariz. Half-mile graded and oiled course with 3 jumps in tip-top condition. Free "ITT'd in Tucson" T-shirts to out of state riders. Practice 9 til noon. Riders from Texas, N.M., Ariz., Cal. & maybe Nev.

SUNDAY, APRIL 21st

5th ANNUAL 49er ENDURO presented by Polka Dots M.C. Starts and finishes in Forest Hill, Cal., 21 miles northeast of Auburn. Entry fee \$3.00, team entry \$3.00, post entry \$5.00. First rider out at 8:01 a.m., course less than 125 miles. (Nice, easy Sunday ride in the woods.) Spark arrestors and helmets absolutely required. Classes: Expert Class A, 0-125cc; 126-250cc; 251-Open. Novice

Class B, 0-125cc; 126-250cc; 251-Open. Sidehack class too, if you're crazy enuff. Perpetual Sweepstakes trophy. Numbers assigned as received after drawing on March 19 at 7 p.m., 4555 Auburn Blvd., Sacramento, Cal. Entries close April 14. Post entry charged thereafter. For info, entry write Polka Dots M.C., 86 Malone Ct., Sacramento, Cal. 95820 or call (916) 451-1845 or (916) 428-6110.

3rd ANNUAL BENEFIT RUN by Singing Wheels M.C. of San Diego for the Home of Guiding Hands for mentally retarded children in Lakeside, Cal. Donation \$2.00 per person. Start at Chuck Holenda's M/C shop in El Cajon, Cal. Coffee and donuts, time 9-11 a.m. Los Angeles riders sign in 9-12 at check point, Hwy. 395 and Sunset, about 2 miles outside Escondido, Cal. Deadline 2:30 p.m. Field events, trophies, refreshments, fun. All proceeds go to the home. For information call 420-9702 in Chula Vista, Cal.

HALF-MILE AMA DIRT TRACK race at San Jose, Calif. Fairgrounds. Promoted by Barkhimer Assoc. Professional Nov., Am. and Exp. riders. First race at 2:15 p.m. Purse \$900 with Main Event winner guaranteed overall winnings of \$500.

TT SCRAMBLES by Experts M.C. of San Diego at Mesa Speedway. Graded and surfaced 5/8-mile TT course, Class C traction. Gear high. Practice at 10 a.m., first race at noon. South on Interstate 5 to Main St. turnoff south of Chula Vista, Cal. Follow Otay Mesa Rd. and lime to track. For info contact Earl Roloff at 479-3209 or 239-6119 in San Diego.

AMA SPORTSMAN ROAD RACE at San Angelo, Texas. Presented by the Southwest M/C Racing Assoc. For more info on this and upcoming events, write Races, 2507 T.C.U. Ave., San Angelo, Texas or call (915) 949-1030.

PACIFIC SOUTHWEST CHAMPIONSHIP HARE SCRAMBLES by Sidehack Assn. Second annual Tri-Wheel Trails event. All classes (except hacks). Pick up lime or markers at intersection of Hwys. 395 and 58. Leave early for start at 10:30 a.m. Trail bikes 10:45 a.m. This is a snap course as it was laid out with sidecars and you know they're lazy. Dist. 37 points if you finish. We dare you, solos! Watch for poster.

TT SCRAMBLES presented by Orange County M.C. AMA point run. Big bikes only. First race ever at the new Saddleback Park track. Plenty of laps for each class. Spectators can view entire track from one point. Expert sign up closes 8:30 a.m., practice 9 a.m. Amateur sign up closes 10:30 a.m., practice 11 a.m. Novice sign up closes 12:30 p.m., practice 1 p.m. \$3.00 entry, \$1.25 gate donation

MOTO-CROSS at Phelan, Calif. by 100's M.C. Lined from Hwy. 395 and Phelan Rd. Limited to 100cc and under; entry is \$3.00. There will be three half-hour races.

SCRAMBLES presented by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. Further info on this and other races in the area may be obtained by writing Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

MOTO-CROSS presented by Bushmasters M.C. near Beaumont, Calif. All classes; 5 bikes make a class. First race 10 a.m. Classes combined - 0-100cc; 101-250cc; 251-500/501-1000cc. Three races each class, ambulance standby, great for spectators. Take US 60-70-99 to Beaumont, Cal., take Beaumont Ave. off-ramp and follow the lime 2 miles south. Trophies to 20% of riders.

SCRAMBLES at Sprockets Park in Bakersfield, Calif. presented by the Bakersfield Sprockets. Sign up closes at 11:30 a.m. with first race at noon.

AFM NATIONAL MOTO-CROSS at Carlsbad, Calif. Jr. & Exp. 125-250-500-Open classes. Organized by Calif. Moto-Cross Club. For info write P.O. Box 391, Harbor City, Cal. 90710. Prize money in 250 & 500 Exp. classes. Sign up opens 7:30 a.m., practice 10 a.m. Point event.

SUN. APRIL 21 & SUN. MAY 5th

TT SCRAMBLES by Oregon Sidewinders M.C. AMA sanc. 3 start Class C event. Race starts 1 p.m., riders entry \$2.00, spectators \$2.00. Also special exhibition events in 100cc & 175cc classes. Pit gate opens at noon. Race held at Oregon Sidewinders track on SE Lawnfield Rd., south of Portland near Clackamas, Oregon. Write Diane Seifert, Rt. 3, Box 290-C, Oregon City, Oregon 97045 for more info.

SAT. & SUN., APRIL 27 & 28th

FIM NATIONAL TRIALS CHAMPIONSHIP sponsored by Pan-American Racing Assoc. at Sedan, Kansas. 100 miles each day, mud, rocks, forest paths. For more info contact Bill Grapevine, 5326 E. Harry St., Wichita, Kans. 67218. Phone MU 3-6032.

SUNDAY, APRIL 28th

DIST. 37 CHAMPIONSHIP HARE SCRAMBLES presented by the Foothill Hawks M.C. Start time 10 a.m., three 32-mile loops. Entry fee \$4.25. Lined from Wagon Wheel Cafe, Hwy. 14 and Johanasburg Rd. Finisher pins, Le Mans start, bring prop.

AMA NOVICE-ONLY HALF-MILE FLATTRACK at Oaklandon, near Indianapolis, Indianapolis, Two-star Dist. 9 Class C event.

SUNDAY, MAY 5th

MOTO-CROSS, 1st annual China Beach Orphanage Benefit. Tentative location: Dodger Stadium, Los Angeles. ACA Sanctioned with cooperation of Marine Corps Reserve Officers Assn. & Navy League. ALL proceeds to be used to build orphanage at China Beach, Danang, Viet Nam. Deadline for pre-entries: April 22. Entry \$3. Post Entry \$25. Write A.C.A., Box 247, Fullerton, Calif. or call (213) 786-9113 or (714) 528-4290.

TWO PROFESSIONAL AFM ROAD RACES COMING UP March 31 April 7

The American Federation of Motorcyclists has issued sanctions for two championship road races to be held on March 31 and April 7. The first, with a purse of \$1000, will be held on Sunday, March 31 at Vaca Valley Raceway, Vacaville, Cal., site of the first AFM National road race in 1967. The event, paying cash to all GP classes, is being promoted by Sport-Cycle, Inc., under the direction of Mr. John Renesch. Pre-entry info can be had by writing to AFM-SF Chapter, 4810 Daisy #b, Oakland, Calif. 94619.

The second event will kick off the AFM season in So. Calif., and will be held at Orange County Int'l Raceway, site of the final AFM National road race in 1967. A guaranteed purse of \$500 will be paid by OCIR to all AFM GP classes having a minimum entry of three. Payoffs will be made on the basis of number of entries and displacement. Information can be had from the Los Angeles Chapter of the AFM at 3106 Griffin Ave., Los Angeles, Cal. 90031 or by phoning (213) 222-1303 after 6 p.m.

APRIL 7, 1968

☆☆ Mojave Hospital Benefit ☆☆

8th ANNUAL SHAMROCK ENDURO

125 MILER!

Start and Finish at Old Ricardo's
LINED FROM RED ROCK CANYON
(HIGHWAY 14 - 20 MILES NORTH OF MOJAVE)

No Gas or Food at Start Muffler and License Plate Recommended

1st Lightweight-Heavyweight Leaves 8:01

1st Trail Bike Leaves 10:01

Trail Bikes Go 50 Miles -- L.Wt. and H.Wt. Go 125 Miles
(BRING EXTRA GAS CAN IF YOU CAN'T GO 75 MILES!)

THREE RIDERS TO A NUMBER
(TRAIL BIKES RIDE WITH TRAIL BIKES ONLY!)

Mail Entry \$4.00 Post Entry \$5.00

MAIL DEADLINE: APRIL 1st
DRAWING APRIL 3, SUNLAND PARK, 8:30 P.M.

MAIL ENTRIES TO:
TOM CENTER, 7735 KYLE, TUJUNGA, CALIF. 91042

Dirtdiggers Scrambles

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KEEP UP THE GOOD WORK

I just finished reading your "April Fool" edition of Cycle News and it was just great!

Also, it'll be a welcome sight to read about the Daytona race results a week after they happen - not three months as in the American Motorcycling Magazine. My husband I are avid race fans I belong to the Motor Maids of California (northern), and we try to keep up with the latest race results. This can only be done through the Cycle News.

BOBBIE LEWIS
San Jose, California

V-E-R-Y INTERESTING

Jim Peterson's recent letter (Voices-Vol. V-#10) regarding "Join Up or Shut Up" was V-E-R-Y interesting.

First of all, Mr. Peterson, may I suggest you re-read my article. You evidently did not comprehend what I wrote. Secondly, Mr. Peterson, I hardly think I was speaking only for myself, since one man hardly qualifies a race.

Last, but not least, Mr. Peterson, even though your statement regarding joining a club had nothing whatsoever to do with my letter, I'll try to satisfy your curiosity. Up until 3 years ago, I was an active member of the Jack Rabbits M.C. for 3 years; previous to that, I belonged to So. Calif. M.C.

I feel, since I no longer belong to a club, that the best way I can contribute to the clubs is to ride their events, paying full entry fees!!! Figure it up \$\$\$\$.

GARY BAILEY
Carson, Calif.

MORE SENATORIAL SUPPORT

The following response to his letter was received by Cycle News reader Robert Massingill regarding helmet legislation:

"Thank you for your letter informing me of your views on legislation calling for helmets for motorcycle riders. I opposed this legislation last year when it was introduced and will do so again this year.

Sincerely,
JOHN G. SCHMITZ
Thirty-Fourth Senatorial Dist.
Orange County
Sacramento, Calif."

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NO FUNERAL FOR VICTOR

A recent magazine article erroneously stated that the BSA VICTOR 441 SPECIAL was no longer in production.

We have had considerable adverse effects as a result of this article and would appreciate very much if you could print a short paragraph someplace in your next publication stating that the BSA VICTOR is in production and will continue to be in production indefinitely.

JOE HOPE, Sales Manager
BSA Motorcycle - Western



Legislative Notebook

By Barbara Adams Dahms

Win A Few... SB111 Makes It. YAY!

The California State Senate Transportation Committee chopped the helmet provision from Senate Bill 111 without objection and passed the remainder of the bill to the Senate Floor. The bill had been previously amended by the author Ralph C. Dills of Torrance to agree with AB 289. In the future SB 111 will read exactly like 289 except for the deletion of all reference to mandatory helmet wearing. The removal of the helmet restriction was moved by Senator Walsh of Huntington Park, and seconded by Senator Cusanovich of Van Nuys, who has long opposed compulsory helmets. Sen. Marler of Redding and Sen. Kennick of Long Beach also backed the amendment on our behalf. Eye protection (goggles, goggles, or faceshield) requirements remain in the bill. Both the amendment and the bill passed the committee on voice vote. So now we have a piece of safety legislation that we can support. Ask your California representative to vote for SB 111.

Lose a Few ... But So Does AB 289. BOO!

However later that same afternoon AB 289 was heard in Assembly Transportation Committee. Efforts by Assemblyman Karabian of Monterey Park, Negri of Granada Hills and Schabarum of Covina to chop helmets from John Foran's bill failed in that committee. Author Foran (San Francisco) was adamant that his bill be passed out as written and so it was. Assemblyman Karabian's amendment would have left helmet standards to be set and required that helmets sold in the state meet those standards, a logical provision. At one point Foran, who had stepped down as Chairman of the committee while his bill was being heard, was asked by the temporary chairman "John, do you want the bill to pass without helmets, or don't you want the bill to pass."

"I want it to pass exactly as it is written," said Foran. And it was thus.

An overwhelming weight of testimony was presented to indicate that there is no more reason to force helmets on cycle riders than on the occupants of automobiles or even on pedestrians and people taking a bath.

Chuck Ramage, a rider from Fresno, and Glen Miller from Sacramento presented good evidence as involved citizens. Your reporter testified in behalf of the staff and readers of Cycle News. Paul McCrillis, representing the motorcycle trade association testified in behalf of windshields as substitute eye protection.

THE NEW IMAGE

By Chuck Clayton

CAN'T GET DAYTONA OUT OF MY MIND

In the interest of honest journalism, we intend to keep the promise, made in this column last week.

Perhaps the best show of the Daytona Speed Week just concluded was the two-night professional quarter-mile flat track race program held at their Municipal Stadium.

On a sandy circuit identical to a high school quarter-mile, except for the green brick wall around its outside edge, the speedway Experts put on a show of slides, springs and elbow-knocking cycle action the likes of which I've never seen! Something about the Florida sand makes this particular track surface so perfect for doing what the professional Experts do, that it apparently lets them get away with anything. For another thing, the track can absorb any amount of rain and still be perfect. The downpour that drenched the 250cc road race on Saturday, so bad that the race had to be stopped, just settled the dust for the speedway fans that evening.

Promoters will note that the short track races, publicized only by word of mouth, drew as big a crowd as both the Amateur and combined 250cc road races did on the same days. And while the giant grandstands of Daytona International Speedway were almost empty, the little short track turned away an estimated 2,000 ticket buyers both nights because there wasn't even any standing room in the stadium.

What attracted the people was action. All of the big name racers except Gary Nixon were saving it up for the road races. But if names like Dick Mann, Darrel Dovel, Sammy Tanner, Ronnie Rall and Neil Keen don't sell as many motorcycles as they used to, they sure proved that they can still sell tickets.

Those fans lucky enough to get in got more than they paid for in forceful, close racing. The sight of ten riders going into a turn in a bunch, legs and elbows interlocked, all of them racing with that hard wall so close... well. Alex Yerkes, after watching one rider get off, turned to our photographer and said, "Can you imagine anyone doing this for a living?" Then he promptly went on the track and got off exactly the same way.

In spite of the dread fascination of all this edge-of-control action, injuries to the racers were relatively few. Shorty Seabourne took the wall and hurt his shoulder, and there may have been some minor stubbings, but nothing to compare with the road race toll. What the fans saw instead, and what they came looking for, was Sid Carlson crowbarring through bunched-up riders determined not to give an inch. And then Mann blitzing Carlson, as if to teach him a lesson, only to be blitzkrieged himself by Darrel Dovel in the Friday night final. What a race this was! The stands went wild.

On Saturday it was Sammy Tanner's night, riding Nixon's Triumph to take home the miniature purse (no 40% is paid, or the winners would have gone home rich). Second to Sam was Ronnie Rall, proving that a Benelli can still get around pretty quick.

Ray Little lived up to his National Number in his heat races and some Amateurs showed great cool, notably #53D, against the Experts.

In brief, the short track show alone is worth whatever it costs you to get to Daytona in March. We hope that by next year enough grandstands are installed to accommodate all the fans. A few thousand seats could be borrowed from the road race course and never missed.

(See pictures on page 9 & 10)

He had made a deal earlier not to oppose compulsory helmet laws, even though the A.M.A., which Mr. McCrillis also represents, opposes them.

...And Hope For Fair Weather

AB 289 now moves to Assembly Ways and Means Committee for a hearing date not yet set. This 19 member committee is chaired by Robert Crown of Alameda. Other members are Assemblymen Lanterman, Barnes, Belotti, Britschgi, Burton, Collier (Assemblyman John Collier of L.A. not to be confused with Sen. Randolph Collier), Conrad, Davis, Leroy Greene, Hinckley, Meyers, Mulford, Porter, Ralph, Ryan, Shoemaker, Warren and Zeno-vich.

There is a great deal of awareness in the legislature that compulsory helmets are not acceptable to the people involved. We have a much better chance of winning this session than we had last year, but legislation is a curious game and many unpopular laws have been passed because those involved thought (1) someone else would take care of it (2) there was no use anyway. Let your representative know what you think. I can't say it loud enough or often enough ... they're willing to

give us a fair hearing in Sacramento. Speak up!

Footwear Bill Passes Assembly Committee

AB 366 authored by L.E. Townsend of Torrance sailed through the Assembly Transportation Committee Thursday on the propwash of the helmet argument. In spite of testimony presented that footwear was in the same category as helmets as being an unfit subject for law, Assemblyman Townsend insisted that proper footwear could prevent accidents affecting others beside the cyclist (you might be unable to put on the brake if you had stubbed your toes), and a weary committee stamped it "Do Pass". The bill calls for protective foot covering having a hard sole. No sandals or shoes with an open toe will be allowed. AB 366 goes directly to the Assembly floor then to the Senate Transportation committee. So a few letters on this subject are called for from California motorcycle riders. You might point out that even though you disapprove of barefoot motorcycle riders, a stubbed toe is even less reason to impose government regulation on personal liberty than any of the other "compulsory body armor" hysteria which we oppose.

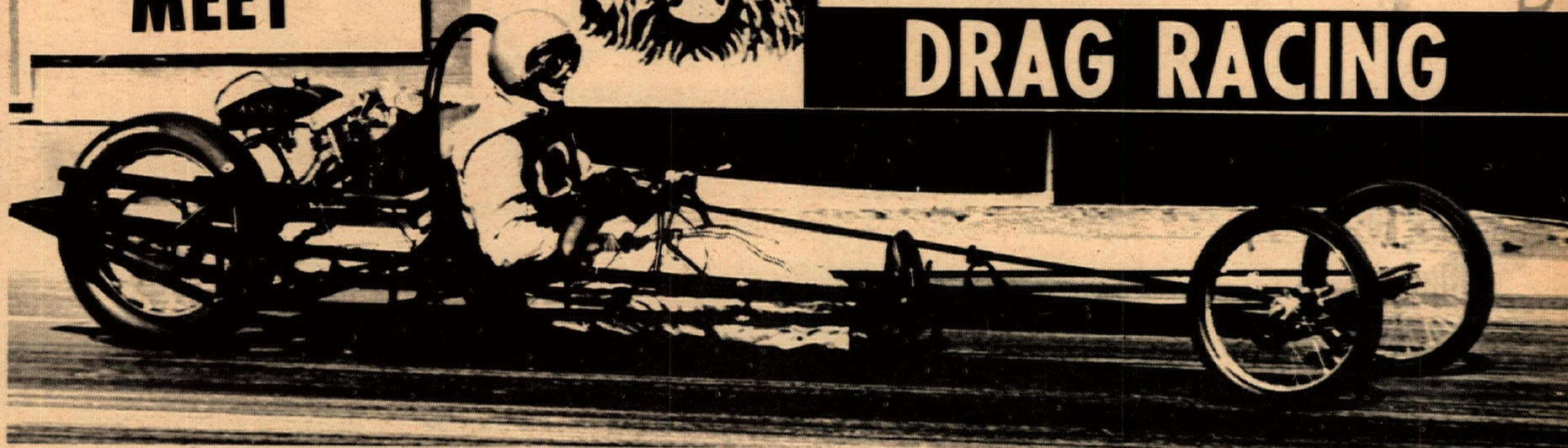
\$900.00 ALL-BIKE MEET



LIONS

DRAG RACING

Photos by Doyle Gray and Dennis Greene



"The Thing" — three wheels powered by Harley-Davidson, built and owned by Gerald Banks.

By Bob Ebeling

LIONS DRAG FESTIVAL

Ten eliminator brackets and one-hundred fifty-eight entries really filled the program of Lions \$900.00 bike meet. Little ones and big ones, some with two wheels, some with three. Novices, pros, boys, girls; some slow and others quick.

Of course, the quickest were pros and two men who had trekked from out of state split the honors and cash for top elapsed time on Saturday, March 23rd.

Dave Campos hailing from Albuquerque, New Mexico, and Leo Payne of Cedar Rapids, Iowa, groomed and curried their Harley-Davidsons for matched elapsed times of 9.78 seconds.

Payne cranked out his 9.78 as the process of eliminations demanded, but Dave Campos had been put down early in the series of matches. Campos came back later for a 74-inch banzai run that tied him for the top honors.

Second half of top accomplishments was secured by Don McEvoy and his rider Buddy Martinez. Don and Buddy were eliminated in the next to last run with their twin engine Triumph matched against Leo Payne and Harley-Davidson. That elimination in no way dulled the finish they put to the day's action in a top mile per hour run of 151.26 mph with a 10.06 elapsed time.

Big money was posted for elapsed time bracket number one as all machines that turned better than 10.75 seconds staged and did battle for \$200.00 to the top man and \$50.00 for runner-up.

Twelve machines in all had posted quick enough sprints to vie for all the green gold. A few of the twelve never appeared for round one as engine pieces had given up on qualifying trials.

Those who did try were put down one by one and finally as time grew short three remained.

Leo Payne, Joe Smith and McEvoy-Martinez. A toss of the coin, a gamblers race, gave Joe Smith a single run and McEvoy-Martinez tried to stop Leo Payne's methodical elimination of all contenders. It was close, but that's never a win and Payne stood undefeated.

Harley vs. Harley is a pretty picture for H-D fans.

Mr. Laidlaw, Joe Smith's sponsor, stood beside and behind the 90-inch fueler, sure of the engine and trying his best to eke out a bit of extra from the rider. Payne was all alone but some of us swear that if confidence can be seen, it was standing there as real as Smith's sponsor.

After they had left the starting line, smoke lingered to testify to the initial acceleration both men and machines had put down in the attempt for the big winner's lights in 9.90 seconds and Smith drew the runner-up card with a 10.28 second run. Payne's miles per hour ticket showed 144.68 and Smith clocked 142.63.

Bracket #2

It's pretty obvious by the number one elapsed times and speeds that strip traction had kept performances below the best we have seen. Bracket number two required runs between 10.75 seconds and 11.50 seconds.

Nine qualified and as the process goes, in the final round only two remained.

Bob Braverman's twin-engine Yamaha and the big 61-inch Vincent of Ken Kotalac were mere fractions of a second apart in elapsed times. The big inches of Kotalac were pulling hard on the top end and producing a pretty superior figure in the miles per hour department.

If Bob Braverman couldn't pull the Vincent out of the hole it would be all over and a win for Kotalac. But if's don't count as Braverman was to prove when he out-accelerated Kotalac with a 11.06 — 122.22 run. The Vincent played follow the leader with a 11.11 — 126.05.

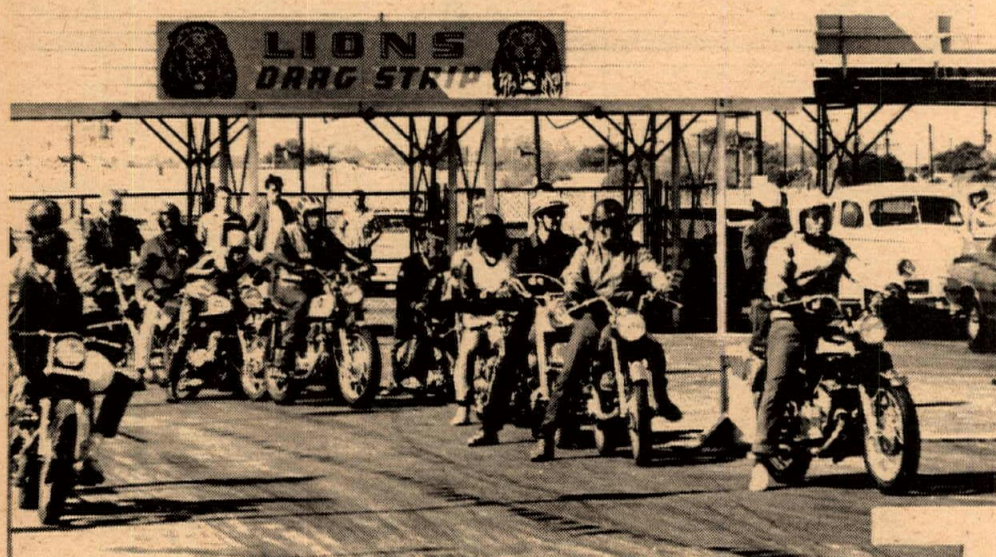
IN LANCASTER IT'S

YAMAHA

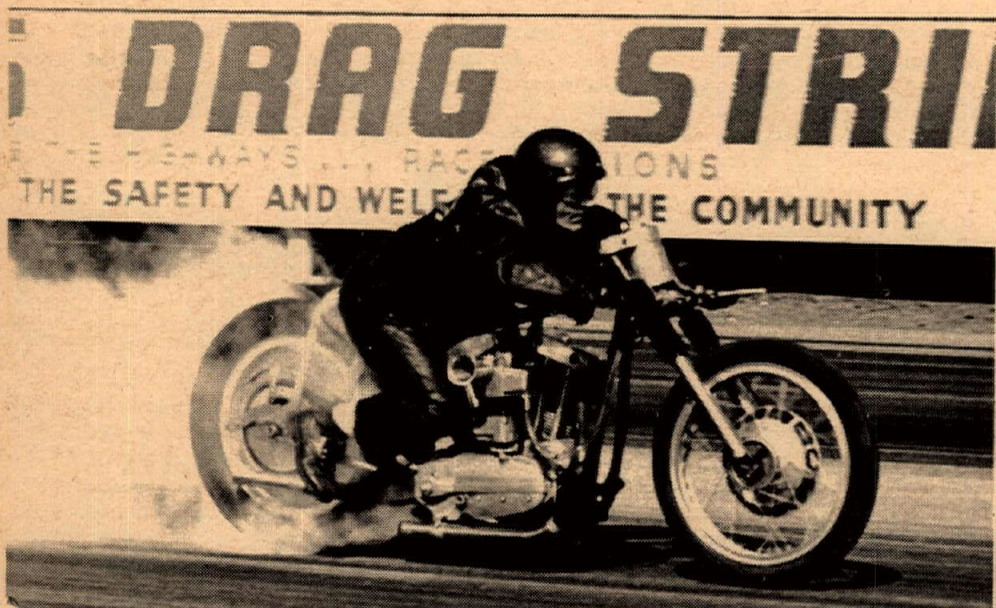
Don & Ray's Motorcycle Shop
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(805) 942-9624

Grant Van Tech

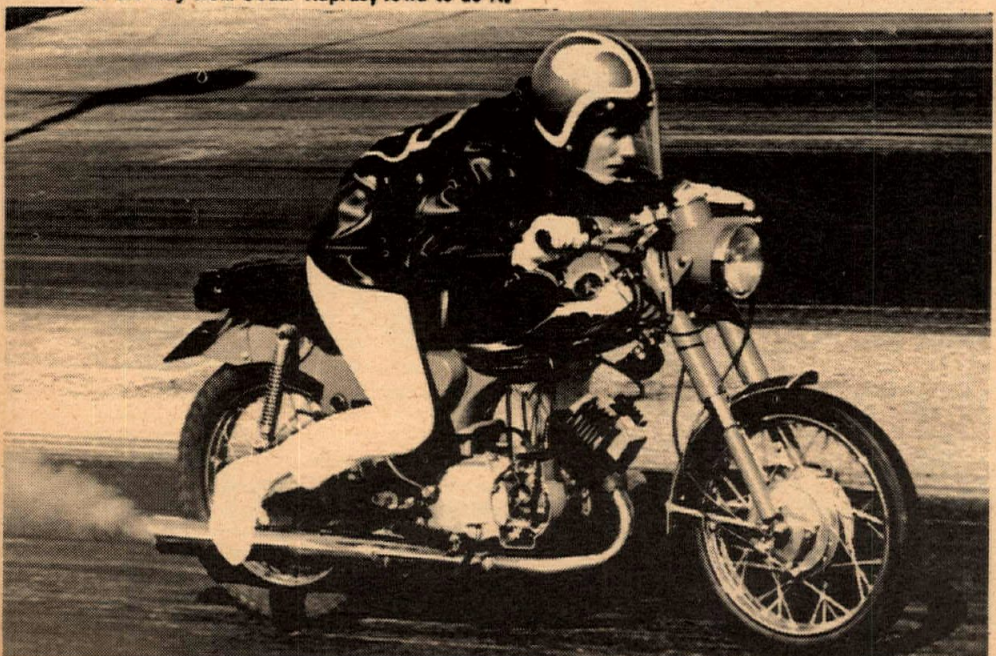
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Small part and parcel of the 150 entries at Lions all-bike drag meet. Big bikes, little bikes, stockers, exotic three-wheelers — everyone was there.



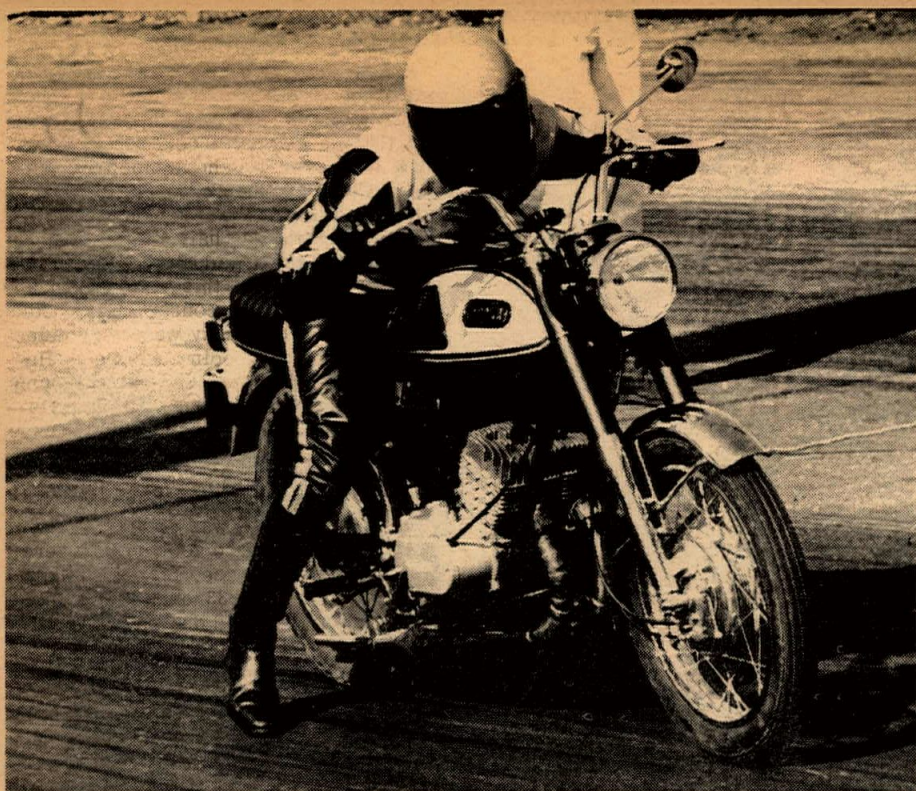
Leo Payne, Bracket #1 top bike, tied for fastest elapsed time with his Harley-Davidson, came all the way from Cedar Rapids, Iowa to do it.



Even the little Yamahas had a chance, this one ridden by pretty Penny Burnett. She didn't win, but male onlookers considered her a REAL winner.



"Fisheye"-lens view of Bob Braverman and his twin-engine Yamaha, on his way to Bracket #2 winning time of 11.06 seconds and 122.22 mph.



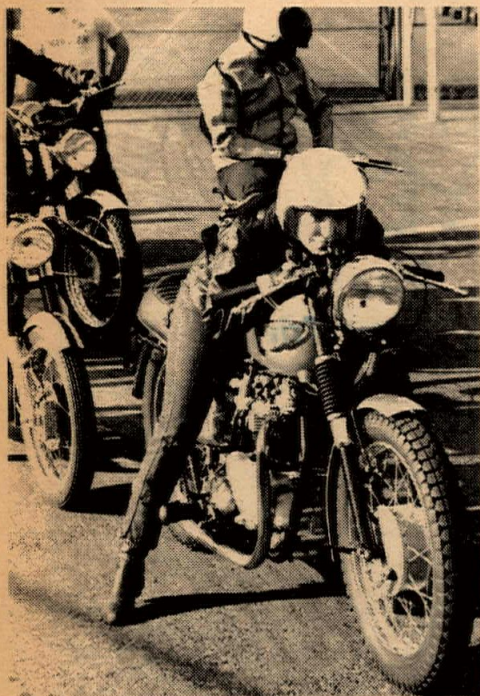
Dave Allee's 350cc Yamaha (runnerup in Bracket #4) was put down by Jim Sherwin's Harley-Davidson.

Bracket #3

11.51 to 12.25 seconds of sprint time put the contenders in this one. Big inch Harley gassers, the never insignificant Triumph quick ones and one, yes one Super Bike that put 'em all away for top honors. With a scant 30 minutes left for qualifying, Bob Sirkegian arrived at Lions after a hard day at his retail shop in Irwindale and made one pass that put him in this bracket and the winner's circle. A long time drag racer, with enough quarter-mile rides under his belt to completely start an odometer on its second trip around. That experience and the Super-Super bike performance of 11.56 seconds and 125.87 miles per hour helped BSA trounce them all with Ed McDonald the runner-up on a Harley-Davidson gasser that turned 11.71 and 115.00.

Seven More

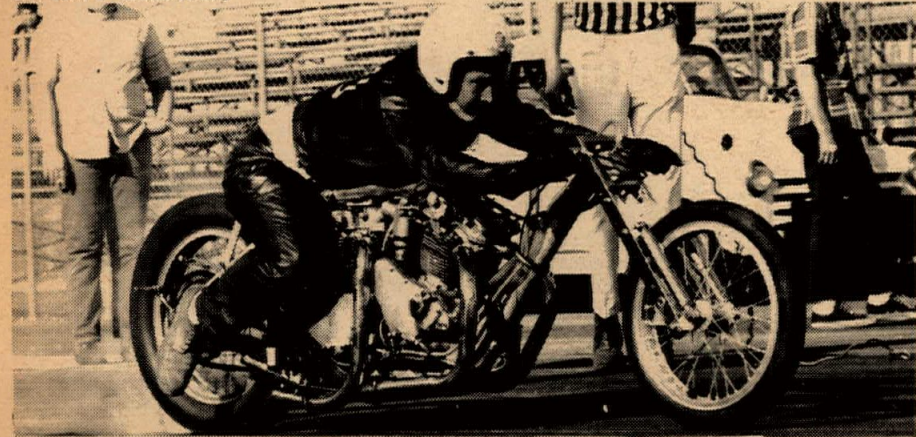
If you ever considered there was a lack of racing action in these quarter-mile sprints, the mere fact that this column has so far only covered three of the ten brackets should give an idea of the amount of racing done. If wheel stands on the brink of no control, torn and burnt rubber wheel carcasses, 360-degree spin-outs, destroyed engines, petrified riders and glamorous females instill the slightest increase of pulse rate in your human body, this may be your cup of tea.



Joy Houston (650cc Triumph) casually awaits her turn to crank it on.



Rider Bob Loux and friend look over 45" Triumph owned by Chuck Adams.



McEvoy-Martinez twin-engine Triumph turned top mph - 151.26!

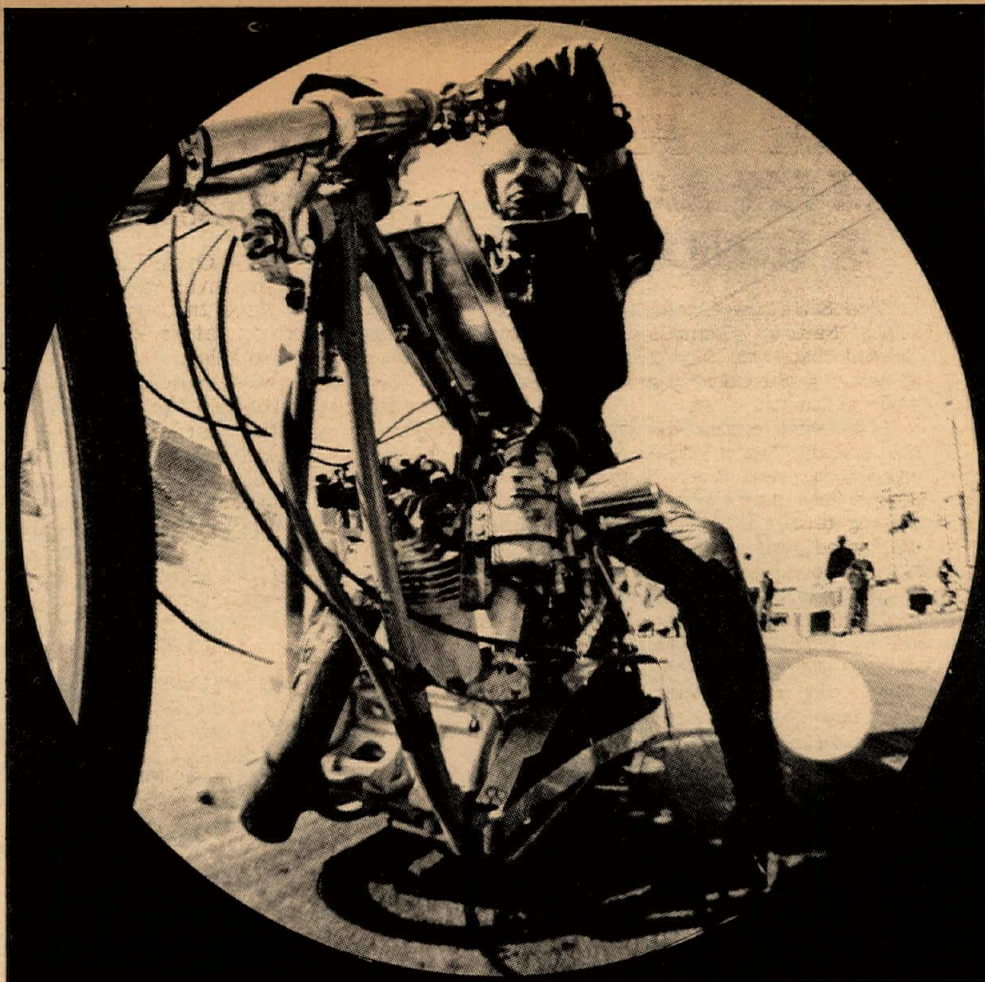
There were machines of every description and some I wouldn't attempt to explain. Sidehacks were started on the electric rollers. One man had to lift the hack free of the ground so that the machine was supported by only to natural wheels until the engine caught life and was rolled free of the steel spindles that are revolving at 50 miles per hour.

One three-wheeler was on the narrow dividing line between bike and auto, as its three-wheel design was patterned after the auto, slingshot dragsters. If it hadn't been powered by a Harley-Davidson cycle engine it would have been barred from the exclusive cycle ranks.

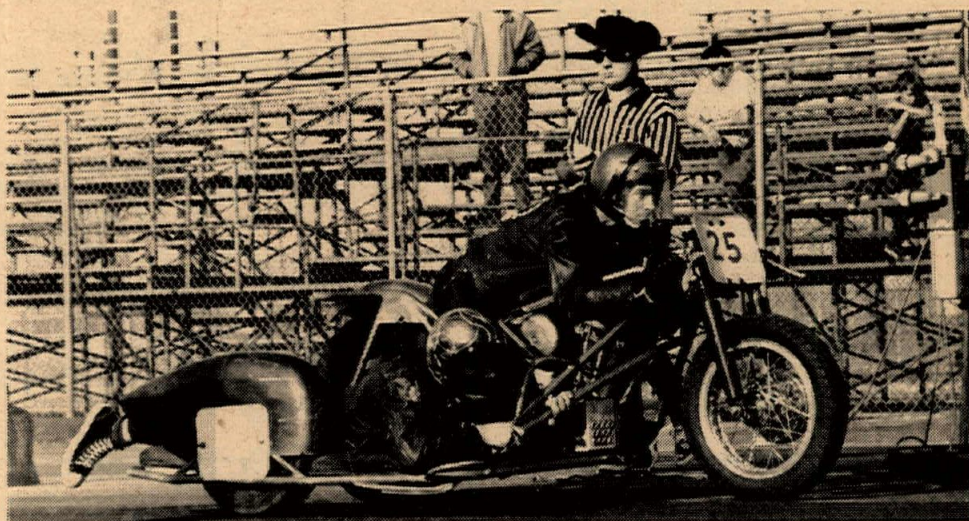
Description of each and every final seven eliminations could be done but that's all in the results.

The part of drag racing that's unfortunately less recognized is losers' row. They didn't collect any winners' share, yet they supported the program. Each one had to race at least once and in those few brief seconds he was under the spot light. That flicker of time, when all added up, accounts for hours of drag racing everyone takes for granted.

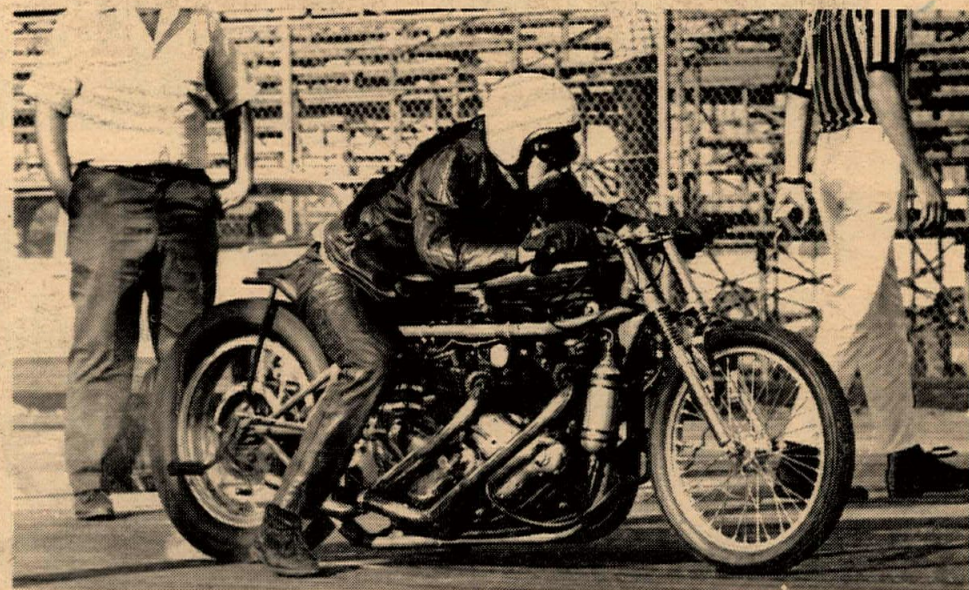
Five Harley-Davidson mounted riders beat their way two thousand miles across the U.S. from Minneapolis, Minn. to compete in this one big event of the year and with a combination of ill luck or just not quite the right end of a heads-up E.T. bracket, went home empty handed.



This front end is not only raked but s-t-r-e-t-c-h-e-d.



Sidehack rigs were also part of the goin' showin'.



Variety of equipment included this twin-engined Norton.

Each Harley was 61 inches or better and set up by "Drag Specialties," the home of speed equipment tooled just for this grand sport and the good old U.S. brand name Harley-Davidson.

Elwood Sperr and Tom Rudd headed this phalanx of armed-for-racing teamsters.

If variety in racing breeds of engines tickles your fancy there was everything and I do mean EVERYTHING! How about a 500cc Vincent and every shape displacement increase for Triumph from the 45-inch Webcor barrels to Chuck Adams home-brew specials that were trekked from Phoenix, Arizona.

Pretty females, ah ----- there is a nice part of drag racing. Penny Burnett entered her little 125cc Yamaha and Joy Houston rode a 650cc Triumph. Neither one succeeded in a bracket victory but if they weren't married (and they are) they could take home every eligible male with the mere flick of their petite little fingers.

Ed Rannberg of Fontana, Calif., had built and designed several way-out machines such as the Top mph bike of

McEvoy-Martinez, but for the Lions drag festival he had a conservative Volkswagen powered cycle.

The Lowe Bros. built and fielded a Honda S-90 with 12 horsepower output. The little single cylinder engine was suspended in a frame that produced a total weight of 100 lbs. In an attempt to make up for the deficit in inches, Jack Lowe had the little baby burping on fuel.

One of the sidehack combo teams scored in a bracket. Stan Shorow and his passenger Mr. Wooley were runners-up in bracket number eight. Forty inches of Triumph carrying an extra wheel and passenger, yet turned an elapsed time of 17.77 seconds.

Larry Sutton, the Lions' starter, was offered the chance to ride as sandbag but turned it down in preference to a job driving an AA fuel dragster in good safe physical condition.

All that is only a small part of the program that C.J. Hart provided for the Cycle Drag Festival.

Thanks to volunteer helps who worked in official positions that expedited Saturday's program.

(Results on page 16)

AMA NATIONAL HARE & HOUND SET FOR MAY 19th IN EUREKA, UTAH

The Salt Lake City M.C. will host the AMA National Championship Hare and Hound Race on May 19, at "Cherry Creek," just southwest of the old mining town of Eureka, Utah.

This year marks the running of the 8th annual Cherry Creek event, and the sponsoring club feels that their race offers the most enjoyable variety of riding terrain in the U.S. since the late, lamented Big Bear Run.

The course will be marked with surveyor's tapes tied at eye-level and an ample amount of lime to aid even the fastest man to stay on course at any speed. The country includes soft dirt laced with small cedar trees, rolling sand dunes spotted by sagebrush, very steep grades and mountain passes, plus some of the purest Sahara-type sand dunes anywhere, which stretch for mile after mile.

The entire course will be covered by radio and first aid equipped Jeeps from the Juab City Sheriffs Jeep Posse, allowing constant check-to-check coverage.

All winners will receive some of the most unusual and beautiful trophies ever given, plus merchandise awards. Most unusual of all is the five-foot traveling trophy which must be won three times to be kept permanently.

Al Rogers did that in 1966 and finally retired the perpetual award, then Kenneth Hobeck of Seattle, Wash. took it home with his Husqvarna in 1967 and it will again be up for grabs this year. All finishers will receive a distinctive finisher's pin to commemorate the National.

Entry fee is \$3.00 mail entry and \$5.00 post entry. Mail entries close May 15, post entries close at 9 a.m. Sunday, May 19. All entries must contain the following information: Name, Address, City & State, Club (if any), Age, AMA No., Exp. Date, Make and Displacement of Machine. Any rider under 21 must have notarized permission from parents to ride.

INVADERS M.C. HARE SCRAMBLES AT LUCERNE

By Dick Wright
Photos by Jeff Wright

Steve Kirk, #27 Open Expert on a Triumph, won the Invaders M.C. Hare Scrambles of three thirty-mile loops Sunday, March 24, after a very much confused and hour-late start.

The start was to be three miles out from the pits, and the riders were to go out to the starting line, then race past the pits to give the spectators a good look at the action. The problem was that no one could find the starting line out in the boon-docks, as it wasn't marked with a smoke bomb, and everyone was milling around in small groups. Finally, they all got together but it turned out to be the wrong place.

The race was officially started at eleven o'clock, and John Gaetz, #39 on a Triumph, had a big lead as they came through the spectator area, with Howard Beach, #20, really flying on a new Yamaha in third spot.

Send all entries to Salt Lake M.C., P.O. Box 1711, Salt Lake City, Utah 84101.



Al Rogers won three AMA Cherry Creek Hare and Hound events, retired the perpetual trophy in 1966. This year the five-foot trophy is up for grabs again.



Above: Here he is folks, Jan Bandringa, riding Suzuki out of Desert Cycle Center in Barstow. Below: Husky-mounted Gary Cole (5x) wound up 2nd to Steve Kirk at Invaders Hare Scrambles.



Beach got off real bad a couple of miles out, and broke his leg. Then Gaetz lost his chain and broke it up so bad that he couldn't continue, so Steve Kirk took over in the number one position. Quoting Gaetz later, "I had a million dollar ride - no dust - until I broke that *#!@%* chain."

Kirk held the lead all the way to take the overall win in this very rough and rocky ninety-mile course. Gary Cole, #5x on a 250cc Husky was a very close second, and Bob Rodine, #17x on a Husky, was the third man in, taking second 250 Class. Doyle Fields, #22 on a Triumph, took fourth and second Open Class.

This course was so rough that a lot of riders didn't finish, but one of the riders who stayed with it was Phillip Hoffman, #456, a Novice who took sixth overall and first Open Novice. First 500 Expert was Bob Ewing, #33 on a BSA Single.

There was a good duel between Allen Gibbs, #542, an Open Novice, and Carter Robins, #64, an Open Amateur. Gibbs won the match to place eighth, and Robins was right beside him for ninth.

The rough course, with its very deep sand, took its toll of riders, including Eddie Mulder, Dusty Coppage and Jeff Foster, to name a few. We quoted Danny Kline, "I got so tired fighting those deep up-and-down sand dunes that I could hardly hold on."

Trail Bikes

Jack Morgan, #1 on his faithful Hodaka, won the class again to make it more wins than we are able to count. Jack Froelich, #2 on the Bultaco, took second. Froelich pushes hard, and if Morgan ever makes a mistake, Froelich is there to take advantage of it.

Lloyd Powell, #301, took third and first Novice honors. James Jacklett, #11, was fourth, and Bill Clayton, #779, another novice, was fifth.

Wes Anderson Jr., #4 on a Hodaka, and the old desert hour Bob McLaughlin, #45 on a Sachs, had a good duel for the entire race, with Anderson finally edging out McLaughlin for sixth place.

The Invaders did a good job of liming the course, which is a tough job in the dust, and the checks were in the right places to make cheating almost impossible.

(Results on page 16)

TRIUMPH

SEE YOUR
DEALER
TODAY!



DESERT DEMON

1st OVERALL STEVE KIRK

Invaders M.C. Hare Scrambles March 24,
For the second week in a row Triumph riders
take first overall in southern Calif. Desert

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SOUTH COUNTY SCRAMBLERS AT HOLLISTER

Story by Larry Stewart

Photos by Dale Ivan



Amateur 250cc class winner Bill Kaster (100) hustles his new Suzuki around one of the fast, smooth Hollister turns.



Last lap of the 650cc Expert Main finds Triumph-mounted Don Castro (8) soaring along, way out in front of his fellow Experts.



Bultaco rider Mark Brelsford (16w) displaying fine form while winning 250cc Expert Main ahead of eventual 3rd place finisher #7 David Hansen (Kawasaki).

After a long winter of rough and muddy tracks, District 35 and 36 riders got a taste of the fast, smooth stuff on

March 10 when the South County Motorcycle Club held a scrambles at their track near Hollister.

Getting re-acquainted with this type of course proved difficult and painful for a number of riders. The two ambulances on hand were kept busy all day, and at one point the Main Events were held up for about twenty minutes while both were busy transporting injured riders to the hospital.

Down... And Up

The performance of the day was turned in by Mark Brelsford (16W) who completely dominated the 250cc Expert class. He won the heat in this class by a large margin and was leading the main by the same amount when he slid out on the next to last lap. Somehow he managed to keep his Bultaco running, re-mounted and passed Don Castro who had gotten by him during the fall.

Castro came back strong in the Open Expert class which Brelsford did not

enter. He led from the beginning of the race and was challenged only by Jim Rice (1), District 36 high point man in 1967. Rice was pushing Castro hard when he went down and out of the race. Ken Dalla (63S) then moved into second place on his super-fast Honda 350. Castro was riding a Triumph 500, so the first two finishers in the Open Class were on machines smaller than 650cc. That doesn't happen too often.

The 250cc Novice Main was, as usual, a desperately fought battle. Three riders went down in a heap off the starting line but one of them, Bultaco-mounted Jan Mireault, managed to ignore his newly acquired bruises and take first place after the restart.

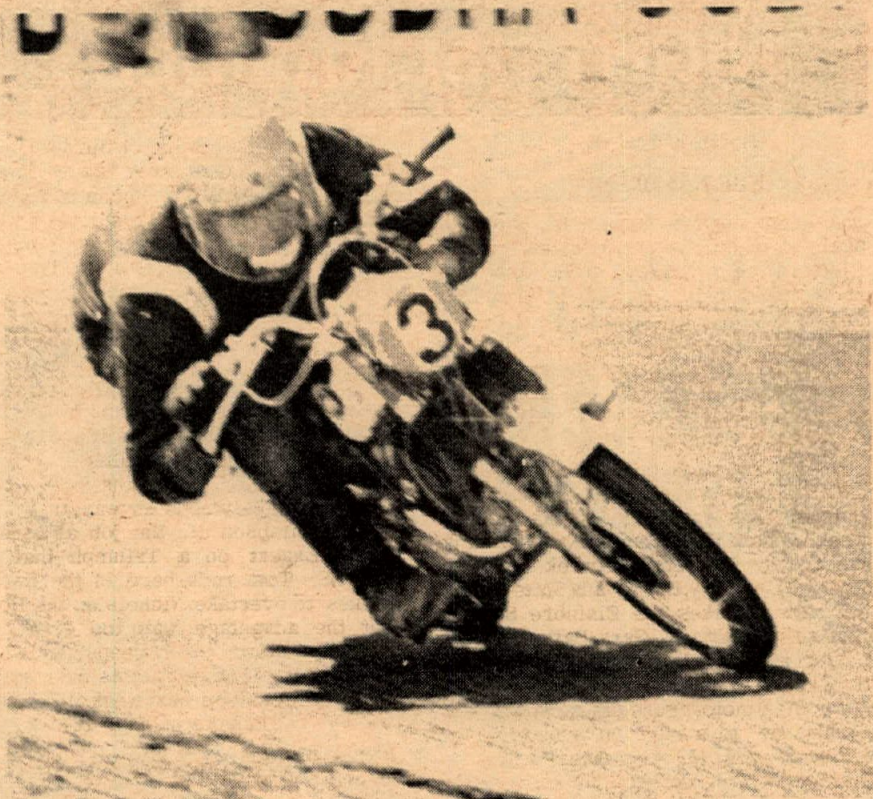
Bultaco swept the first four places in this event, and Hodaka took home all the trophies in the 100cc novice class.

(Results on page 16)

Suzuki makes it! VICTORY!



U.S. Suzuki Motor Corp.
13767 Freeway Drive
Santa Fe Springs, Calif.



Willow Springs Raceway March
24, 1968 250cc Production Class

1 st	DAVE DAMRON	SUZUKI
2 nd	JIM DAMRON	SUZUKI
3 rd	BILL GILES	SUZUKI

All Three are Ocelot Engineering Team Riders

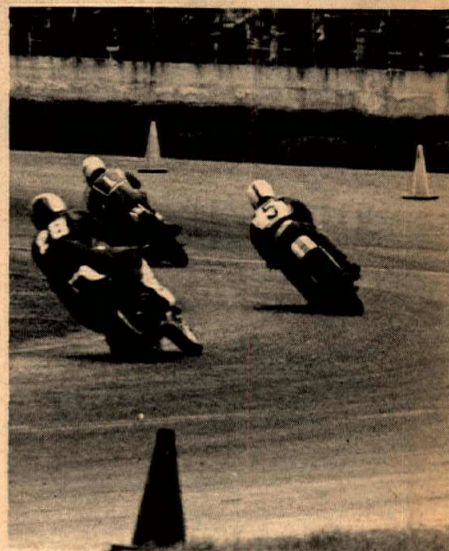
Results of Ocelot Engineering Team Riders in ACA road racing competition prove the real meaning in "Suzuki makes it Victory!" ACA Road Racing Championships by this team include the Team Championship, 200 and 250 production championships, 350 grand prix championship and Manufacturers Award to Suzuki.



For continuous thrills and action, the weekend short track races held in conjunction with the Daytona road races were in a class by themselves. Above is a small sample of the crowd watching Darrel Dovel win the Friday night program. Thousands were turned away after the stadium filled to capacity on both nights.

encore DAYTONA!

Photo by Mark Wilkins



Gary (1) Nixon, Yvon (5) DuHamel and Mike (28) Duff exit the infield during their terrific 250 duel.

Woodland hills rider training encores

By Barbara Dahms

After successful completion of the first series of classes in the Motorcycle Safety Rider Training Program at the Adult Occupational Training Center in Woodland Hills, the second course will begin Saturday morning, March 30. Registration is open week days and evening (except Friday) at the school. The first class had the lowest dropout rate of any at the center, 31 out of 32 registrants completed the course. All participants

reported feeling that the course had been valuable. Several of the non-riders have already purchased cycles and several others are contemplating purchases.

The course will run for 6 consecutive Saturdays, 8 a.m. to 12 noon, and will be taught by Jack Burgan and Dale Martin. Time is divided between classroom work, with lecture, discussion and films, and actual riding practice on the enclosed course.

ELSINORE NIGHT SCRAMBLES

By Don Wallen

Funscrambles

A great night funscrambles happened again as it does every Saturday night at Elsinore on a track surface that was groovy and held up well all evening, March 23. A good-sized group of 80 or so riders, wives and friends made it to the track in weather that was cool but not uncomfortable. The program lasted until 11 or so and ran off very well with no injuries and very few falls.

In the way of a back report, due to a hard fall last week, Las Vegas Chuck Hatcher was trackside spectating this week. Chuck also came down to pick up the trophy he won last week for Open Expert. Chuck is the Nevada State Champ but says he likes the Elsinore Scrambles as well as any. Gary Bailey stopped by for a workout on a very strong 360 Greeves and gave it a good ride as usual. Gary digs moto-cross the most and was on his way to a race on Sunday. Of interest is that L. Davis, aged 12, has started working out on a 250 Greeves by riding in the races. Davis got his Hodaka running well enough to win one heat and jumped from that to the Greeves for practice. That's a big bike, Dad! Dale Hopkins and K. Tennis put on the usual battle for the honors in the 100 Novice with C. Smith on a Yamaha mixing it up too. D. Hopkins rides Elsinore every Saturday night, then goes to Brand X Scrambles on Sunday and probably has more supporters than anyone here. K. Tennis won the 100 Novice and Hopkins

was second; C. Smith got third.

In the 100 Expert race #8x, S. Nichols rode a swee-running Honda 90 for first place in this class and his second win in the Sweepstakes. Nichols is young, a teener at the most. He's the type of a guy who rode the Elsinore 100-Mile Grand Prix on Saturday then came to the track on Saturday night and rode a full program.

In the 250 Novice, R. Ellis did a good job in just about every race and was chased all night by riders like P. Moffatt and Soderstrom on a Bultaco. Ellis did not get a good start in the Sweepstakes but very gamely rode anyway.

Tom Simpson did the job as usual in Open Expert on a Triumph that has BEANS. Tom rode hard in the Sweepstakes to overtake Nichols on the Honda but the advantage was too great, especially since the sweeps were run backwards. Another race is over so let's all look forward to next week at Elsinore.

(Results on page 16)

GOLDEN EAGLES SOAR

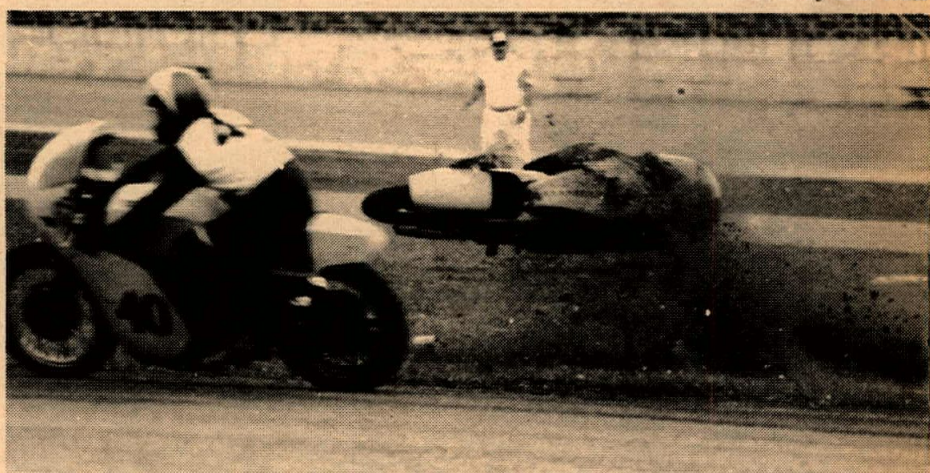
The Golden Eagles, Orange County's newest motorcycle club, has received their charter from the American Motorcycle Association dated February 29.

This marks the fast pace this group of riders has maintained since getting acquainted during the recent Ensenada Run sponsored by Cycle News.

Art Francis is president of this club for men and women interested cycle trips for pleasure. Hazel Schwulst is secretary; Louis Kisner, treasurer; Jack Kisner, sergeant at arms. Persons may call either Art Francis (714) 542-6616, or Paul Rogers (714) 540-6828 for club information.

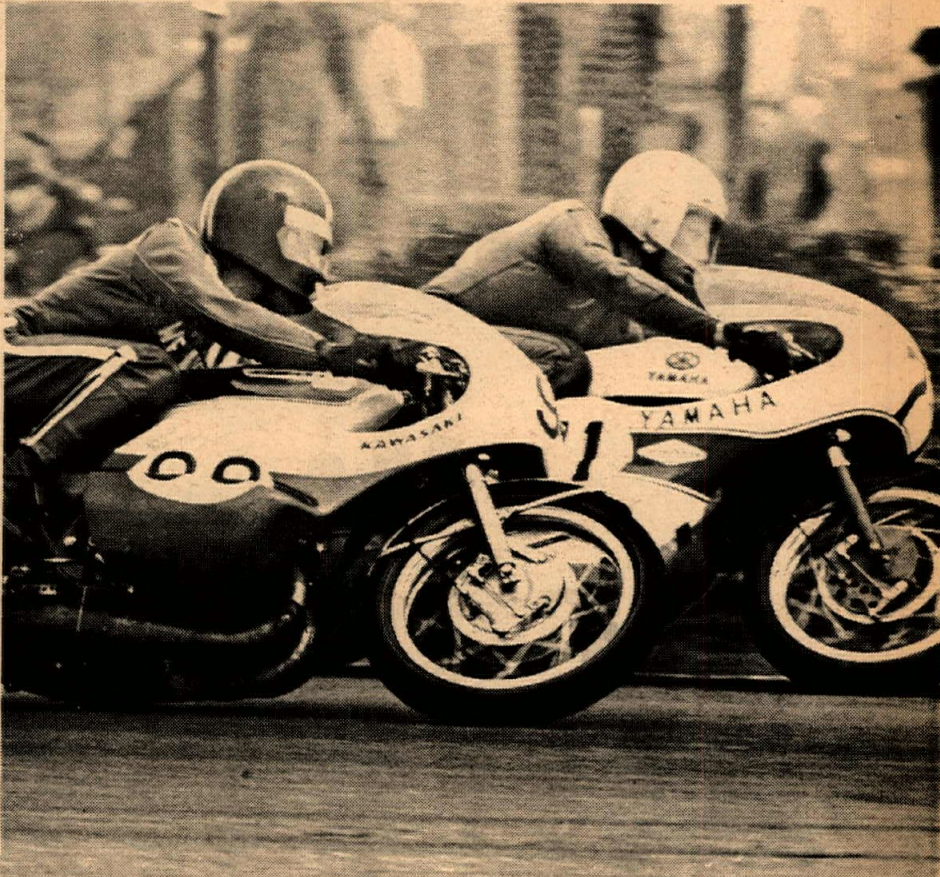
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Above: Jim (40) Ashmore motors through unscathed as a 100-mile Amateur racer's mount goes flying off the course. Below: Walt Fulton on the Kawasaki versus Art Baumann on the Yamaha in the exciting 250cc combined amateur-expert race at Daytona International Speedway on Saturday before the 200 mile Championship. Fulton got 10th, Baumann 27th in this go. Baumann scored 3rd in the big one on Sunday.

Photo by Dave Friedman



MINI-PIKES

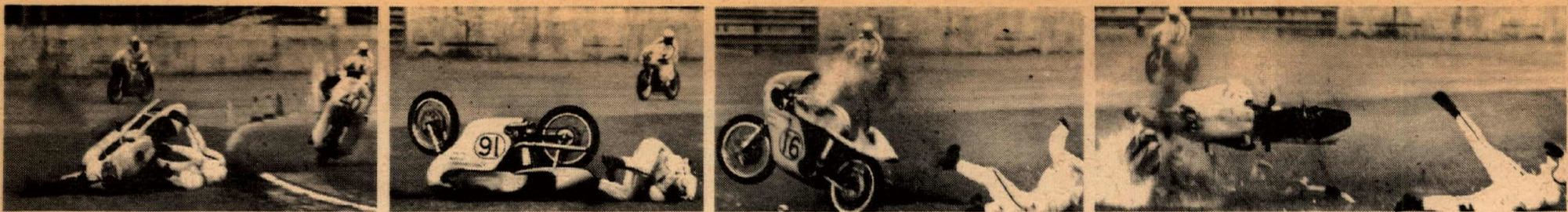
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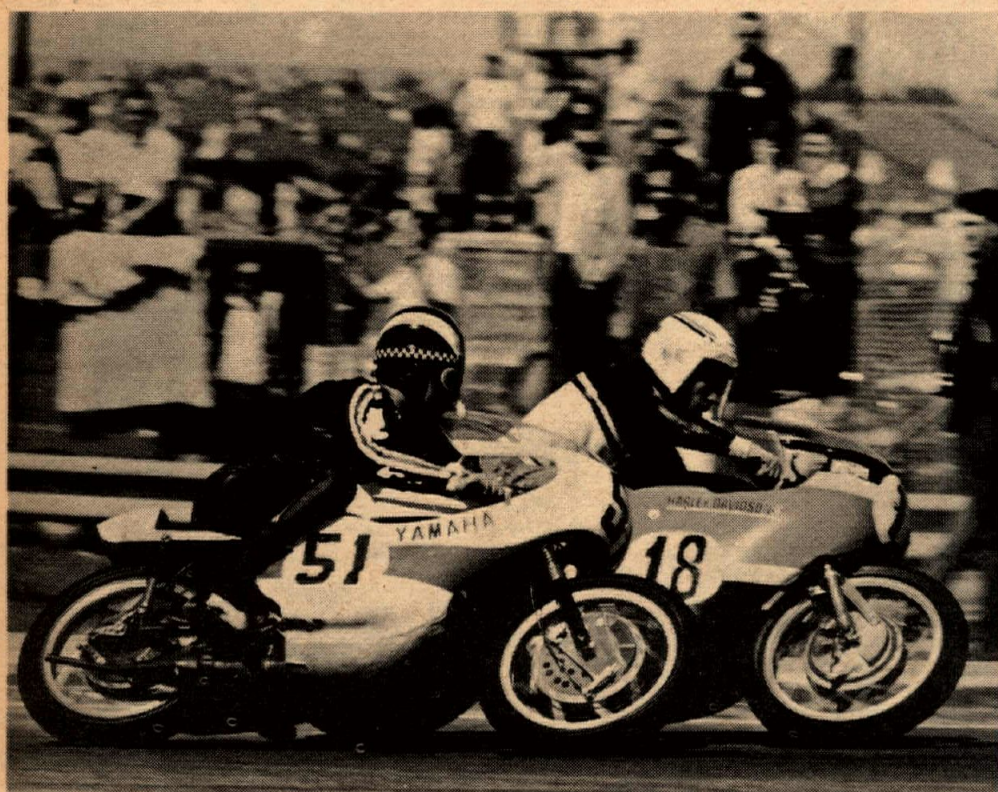
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CYCLE NEWS

...MORE DAYTONA

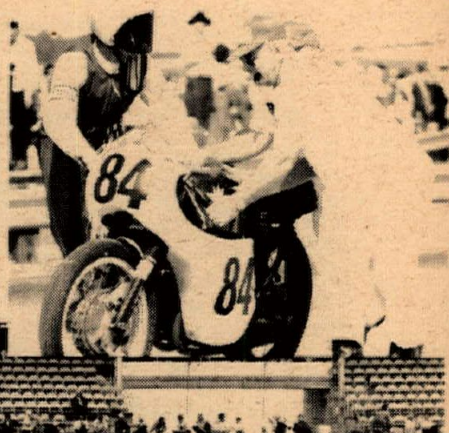


World Champion Phil Read insisted on, and got, an exception to the AMA rules permitting him to wear his familiar Cromwell helmet, although contrasting stripes on arms were a concession to U.S. style. Here Read battles Mert (18) Lawwill of San Francisco. Photos by Dave Friedman

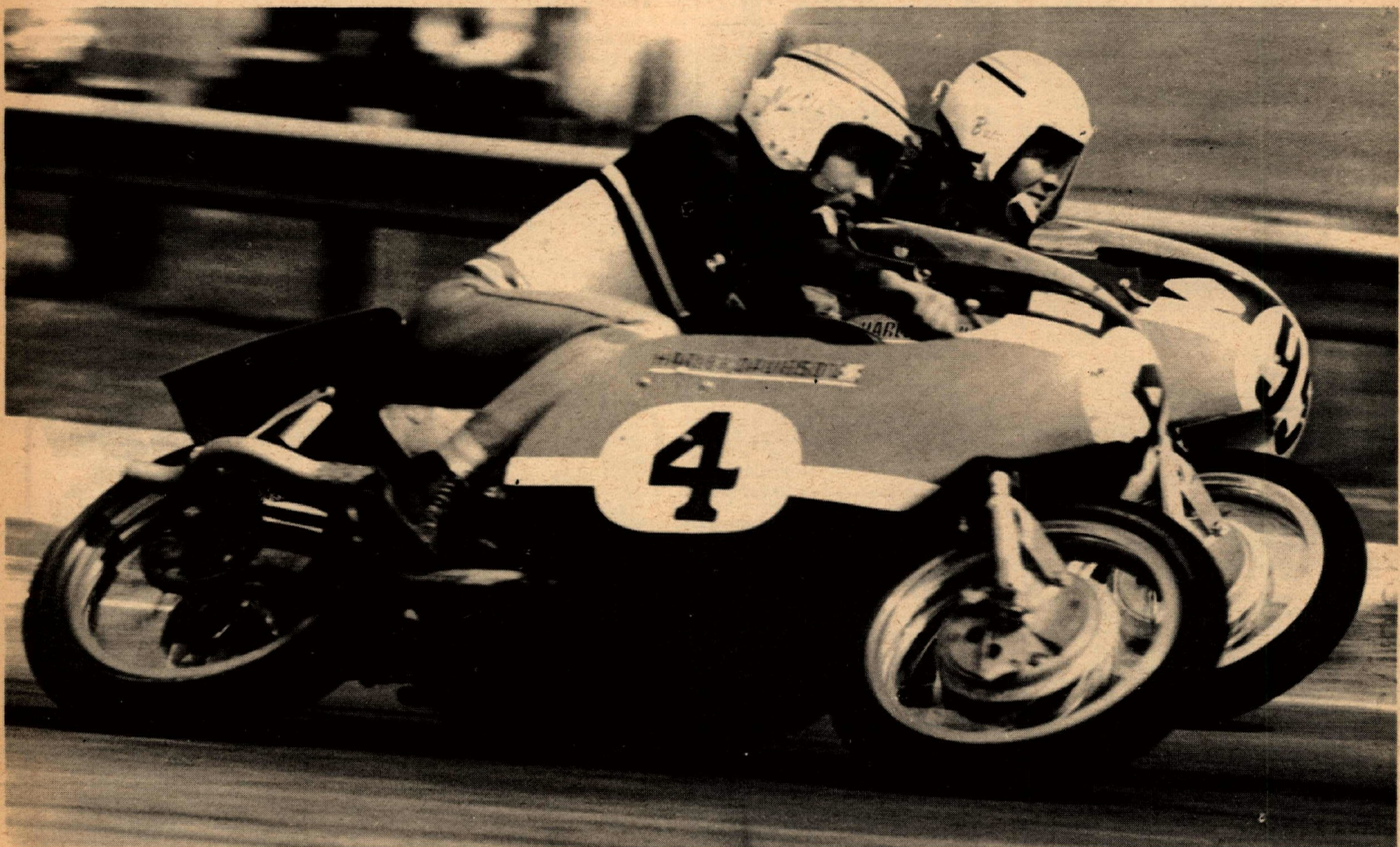
Across the top: John Porter of Kensington, Md., loses his Harley in the most spectacular crash of the week, caught by Dave Friedman's sequence camera during the Amateur 100 miler.

Right: Eddie Wirth insisted on continuing the 200 miler on his BSA even though rear tire was flat. Officials insisted otherwise and guess who won?

Below: Yamaha cheering section was decked out for the occasion. — Photos by Ben Hall.



Bart (4) Markel and Freddie Nix appear pretty evenly matched in this episode of 200-Mile Championship action. Wixom-built racing fairings added measurably to the Harley-Davidson factory entries' top speed. Disc rear brakes and dual carburetors were also used.



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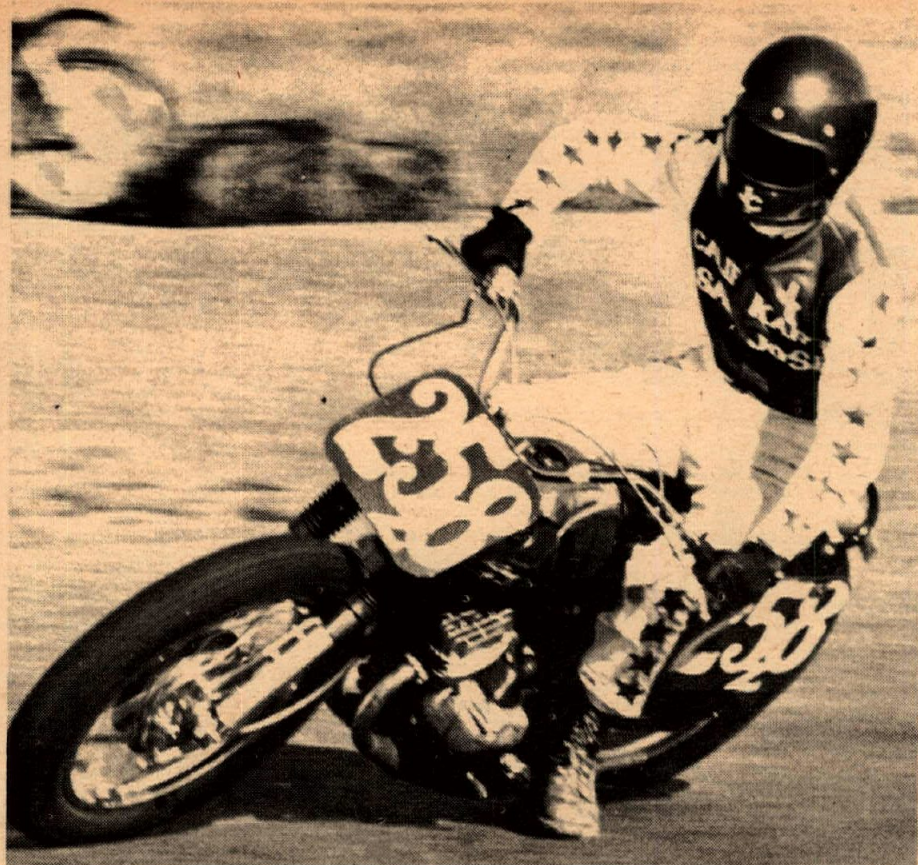
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AMA SPORTSMAN AT VACA VALLEY ROAD RACE



Colorful Jerry Clark (258) shows his hotshoeing tendencies in turn two. He won the 200cc event at Vaca Valley Raceway, Bridgestone-mounted.

Story and Photos by George Martin

"AMA Sanctioned" read the poster, and by God it was a road race!

The Richmond Motorcycle Club was the sponsoring body, and Northern California's Vaca Valley Raceway, resplendent in springtime green, was the venue.

An odd assortment of machines turned out, including a number of TT motors which didn't have the classic road racy look about them but made up for it with very quick lap times.

Phil Makanna won the 500-Open Grand Prix handily on a Dunstall Atlas Domiracer.

"Man," he smiled after the race, "that is super scooter. You just stick it in fourth and tour around."

"I was getting around about a second a lap slower than on my Manx," he said, "but there's a lot left in the engine."

Concerned about a miss in the motor, Makanna had been shifting at 6,000 rpm, well below the competition red line.

Following Makanna to the checker were Kim Stewart, Triumph 650, and John Fritz, Triumph 500, who took first in the 500 class.

San Francisco Chapter AFM President Tony Herbold tooled his Yamaha TDI-C to a win in the 250 class, after a race-



Nick Theroux smiles as he leads the 350cc GP on his production Kawasaki Avenger.

long battle. A young rider in yellow leathers on another Yamaha got off to a great start and threatened to run off with the show early in the race. The rider looked about 17 years old and 100 pounds, and rode like the wind, assisted on acceleration by his light weight.

Only Herbold managed to stay within striking distance. He kept on the leader's tail, making up in the corners what he

lost on the straights until he managed to swoop into the lead at turn four.

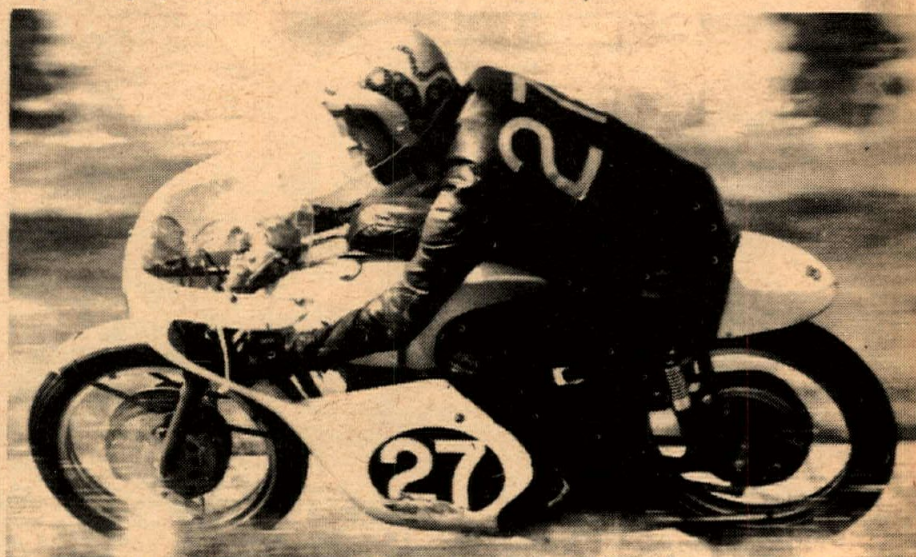
Shortly after that the yellow Yamaha got into a vicious slide, which detuned its rider somewhat and Herbold pulled away. Then the youngster's expansion chamber came adrift and his dicing for the day was over.

Second was Martin Brinkworth on a Kawasaki.

In the 350cc Grand Prix Nick Theroux showed his Kawasaki's heels to the pack as he caught and passed Yamaha-mounted Tom McIlhatton and went on for the win. Third was Jim Plain on a Honda.

Flattracker Jerry Clark found the right combination in the 200cc class as he hotshoed around the course on his Bridgestone in a start-to-finish first place. Dave Scott on a stock Yamaha 180 was an incredible second, despite knocking his bike out of gear by cornering too far over in turn two.

Theroux won the 250 and over Production race on his Jack's Go-Shop Kawasaki Avenger, and the small bore production race winner was number 204, listed on the result sheet only as "Cal-leri." (And who was the lad in the yellow leathers?)



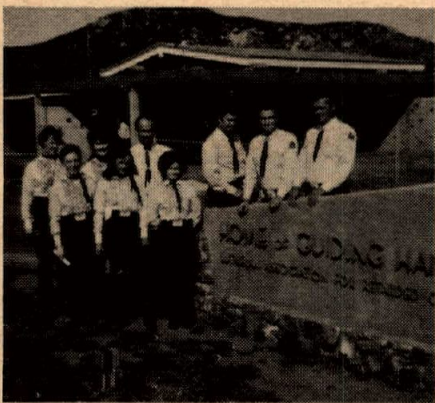
AFM-SF Chapter President Tony Herbold (Yamaha) took 250cc class win.

DON'T FORGET THE ANTIQUE & CLASSIC M/C RALLY IN VISALIA APRIL 6 & 7



Obviously displaying pride of ownership, Hugh Darby of Fresno, Cal. motors along on his beautifully restored 1909 Excelsior, one of the machines to participate in the 1968 rally ehdl by the Classic & Antique Motorcycle Assoc. in Visalia, Cal. on April 6 and 7. See Calendar of Events for more information on this unique event.

SINGING WHEELS HELP "HOME FOR GUIDING HANDS"



Members of the Singing Wheels M.C. pay a visit to the "Home of Guiding Hands" prior to their benefit run on April 21.

Many worthwhile charities are benefited throughout the year by road riding clubs, but none more deserving than the "Home of Guiding Hands" in Lakeside, Calif., a resident facility for mentally retarded children.

The Singing Wheels M.C. is once more staging its annual benefit run on Sunday, April 21, with all trophies and refreshments donated free so that the entire proceeds of the event cango to the Home. Members report that satisfaction gained from participation is truly heart-warming, since the children are so grateful for anything done for them or their home.

Starting from Chuck Holenda's M.C. shop in El Cajon, Calif., coffee and donuts will be served during the 9-11 a.m. signup. Los Angeles riders sign in at the checkpoint on Hwy. 395 and Sunset, about 2 miles outside of Escondido. Deadline is 2:30 p.m. and the fun will include field events, trophies and refreshments.

If you wish further information, call 420-9702 in Chula Vista, Calif. Have a good time on April 21 while you're helping a worthy cause.

NORM REEVES IS A

KAWASAKI

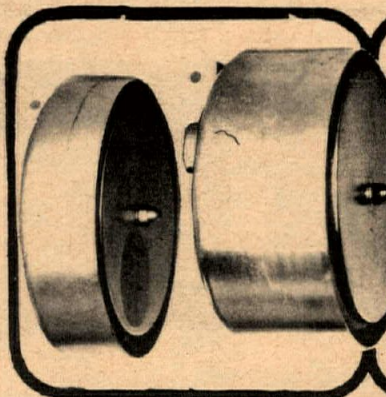
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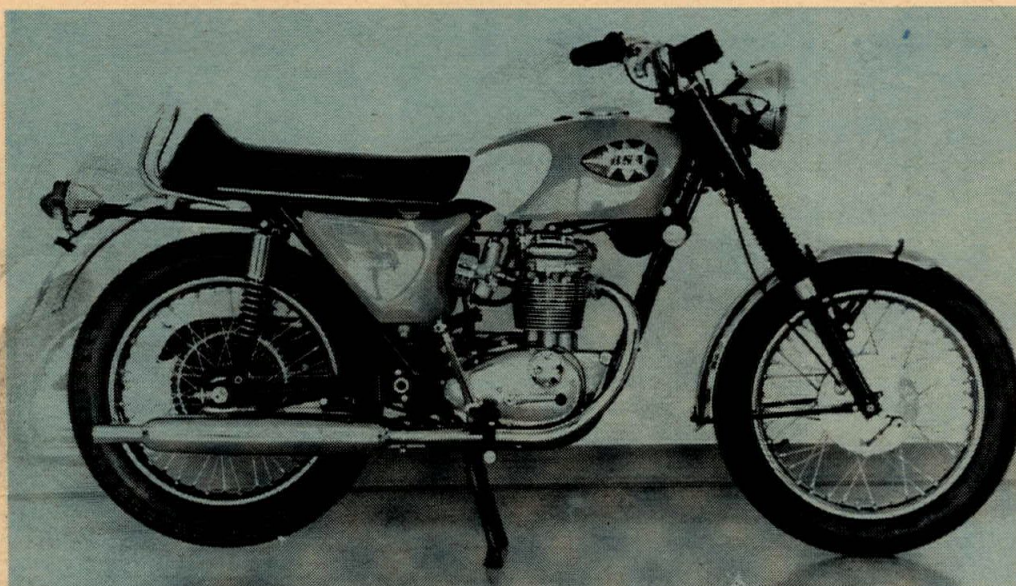
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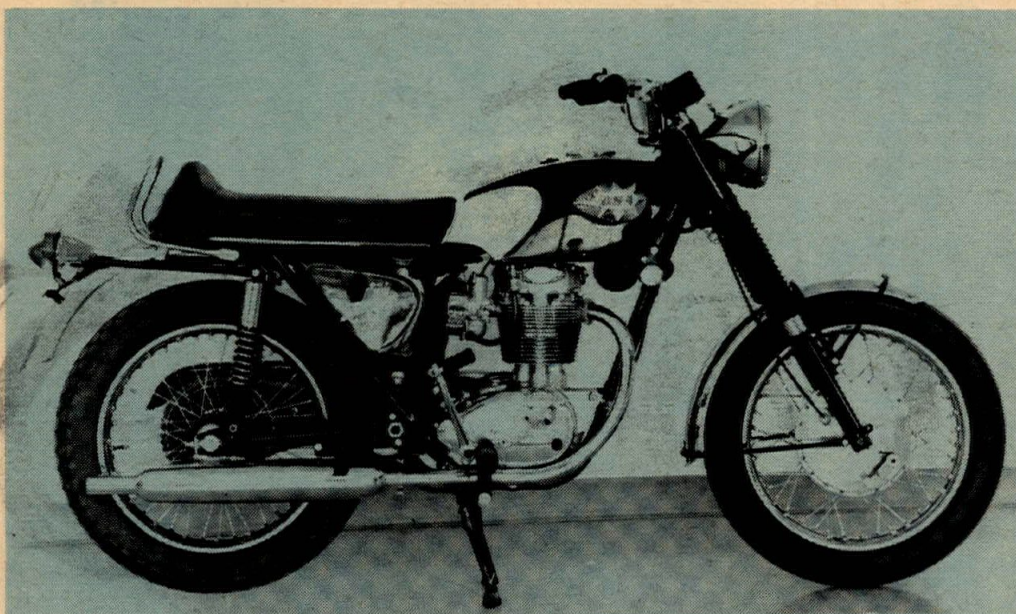
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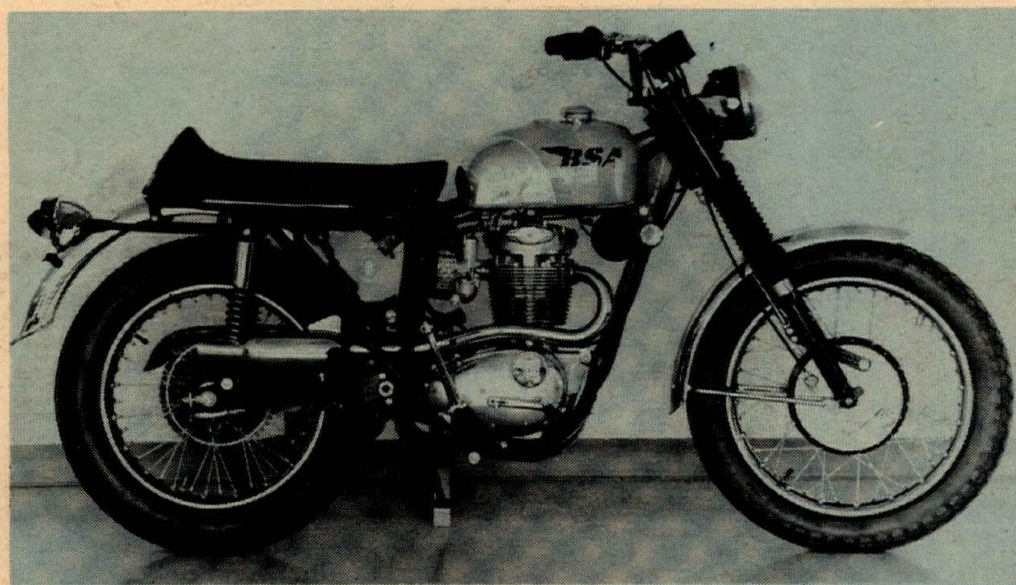
BSA SHOOTING STAR 441 441cc Alloy Single



Retail Price (P.O.E.) \$950.00

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BSA VICTOR 441 SPECIAL 441cc Alloy Single



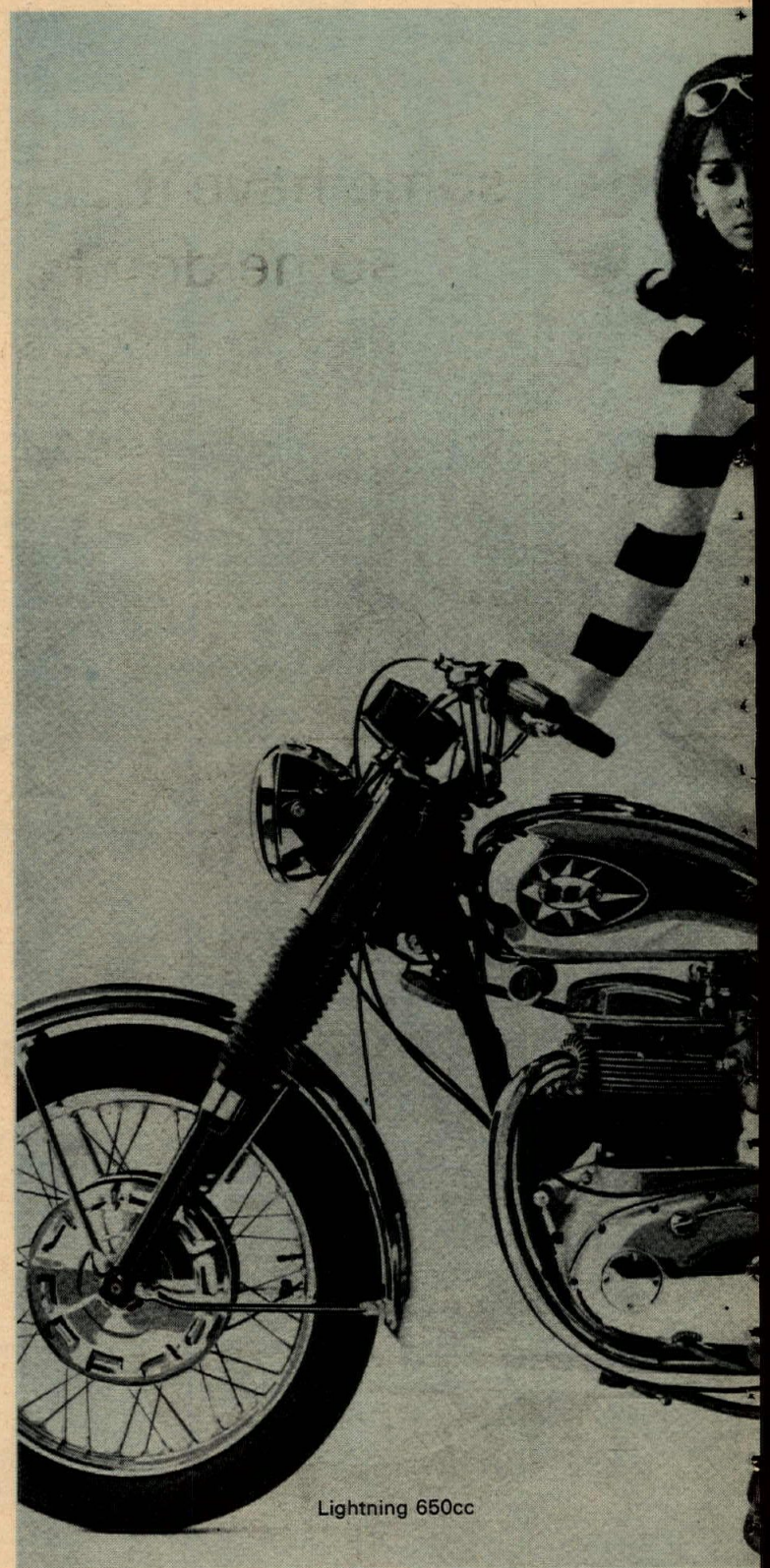
Retail Price (P.O.E.) \$935.00

This is the single that won the Moto-Cross World Championship two years in a row. It not only acts but looks like a winner.

As one editor puts it: "Twist the throttle at any speed over idle, and either the front wheel comes off the ground or the rear wheel tries to catch the front, or both happen at the same time." This is the production version of Jeff Smith's world championship Moto-Cross mount.

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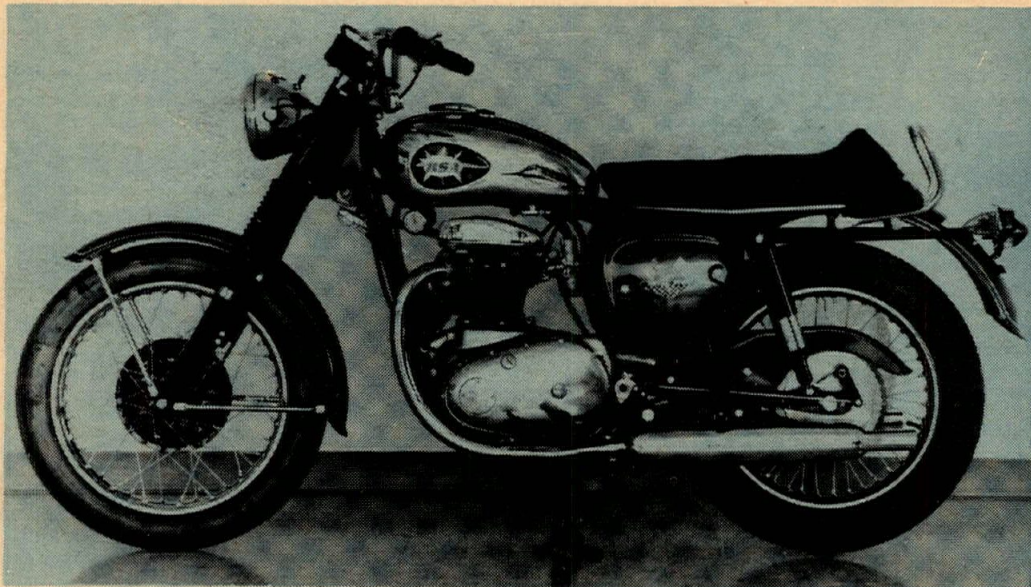
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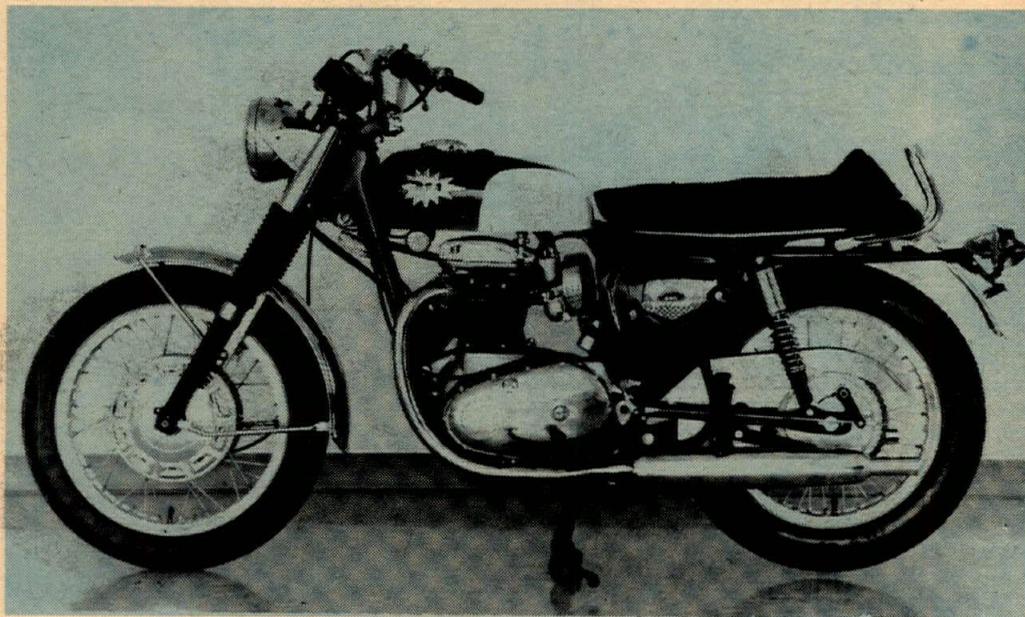
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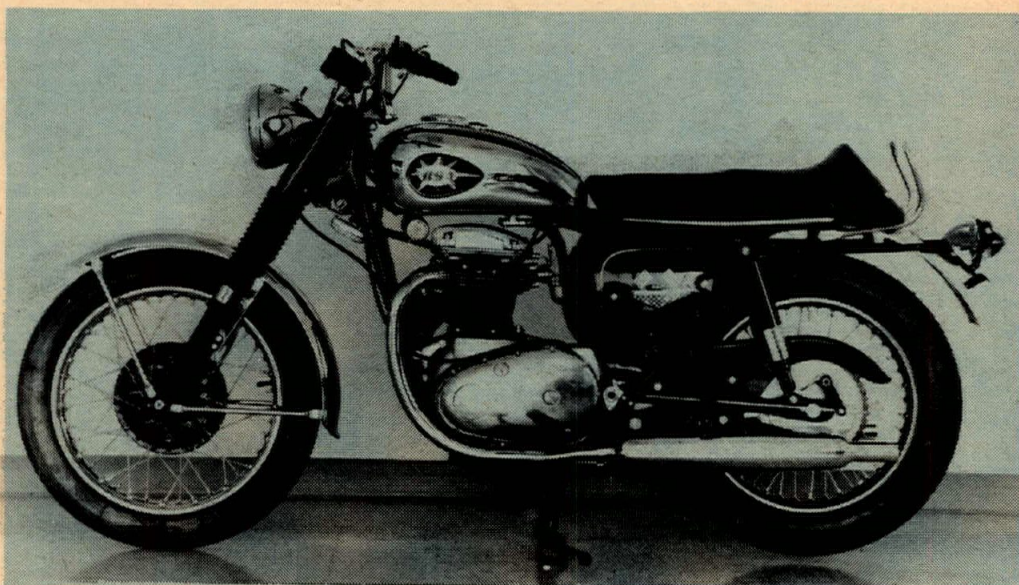
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BSA THUNDERBOLT 650cc (40 cu. in.) Twin



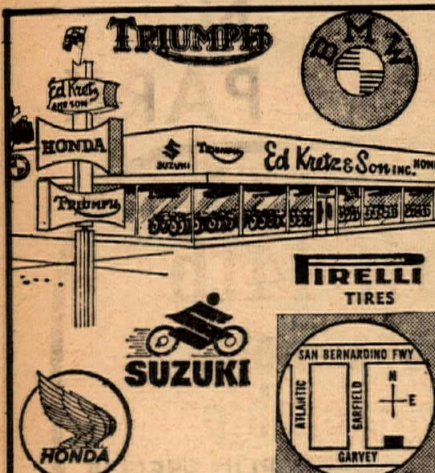
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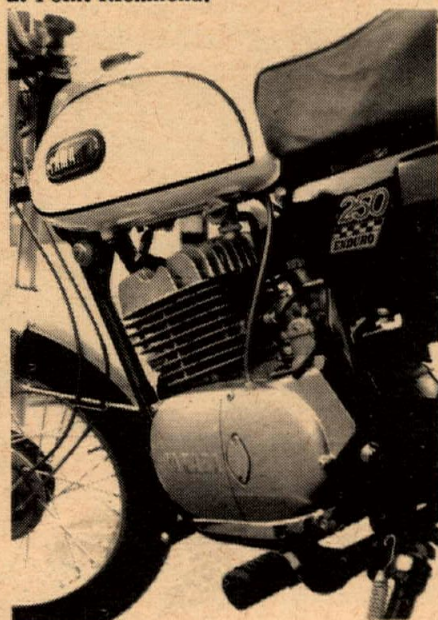
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YAMAHA ENDURO 250 TRAIL TEST

Story and Photo by George Martin

The little 250cc single was pulling like a tractor, and the rear wheel spun madly, clawing for a grip on the clay slope and driving the bike upward toward the trail cutting diagonally across the hill.

At the trail I turned right, putted along for a few yards and then stopped, cut the engine and looked out over the Richmond Ramblers scrambles course at Point Richmond.



Clean lines of the Yamaha 250 Enduro are graphically expressed in this shot. Recently introduced single is already making a name for itself over entire U.S.

San Francisco Bay was dark gray, dotted with whitecaps, and the first rain-drops were just beginning to fall, turning the ochre-yellow earth to dark brown where they landed.

Anybody with an ounce of brains would have gone back to his warm parlor at that point, but I had been riding a new Yamaha 250 Enduro for two hours and was hopelessly in love with it, so back down the hill I went to discover a new trail or another slope.

Yamaha is justly proud of the Enduro, the company's first "real" dirt machine

since it built a batch of Ascot-style TT motors a few years ago. Everyone is familiar with the "street scramblers" so prominent in the Yamaha line (and everybody else's it seems) but the Enduro is a special effort, built from the ground up to do a good job off the road.

About the only fly in the Enduro ointment is that most of the dealers in Northern California at least, have one (1) Enduro in the store, and most of them aren't selling at the moment, although they'll be happy to take your name and address and a cash deposit.

Karl Huth at Karl's Motors in Richmond is using his Enduro as a demonstrator, to keep his customers' blood pounding until the "for sale" models get here.

"You want to ride it?" he asked casually this week, and I began salivating heavily.

The bike had less than 200 miles on it as I rolled it out the door, so I was cautioned: "Ride it like a gentleman."

I had several errands to do, so I spent the first hour or so discovering that the Enduro is an enjoyable run-around mount on the street as well as the dirt.

The knobbyish tires grip quite nicely and riding position is very comfortable, although my six feet two inches could have used the seat about two inches farther back. Wide, rather moto-cross-ish bars are fitted, and the foot controls are handily placed.

Yamaha's engineers have created a mechanically poetic five speed gearbox for the Enduro. Just a short dab at the lever sends the box smoothly and silently into the next gear. It's down for low, with neutral between first and second. This takes a sensitive toe, because there is so little throw between first and second, but after a few tries I was grabbing neutral unerringly, even with the machine stopped.

Approaching the Ramblers track, a large hillside area near the bay, I was a bit nervous. My dirt riding experience is strictly limited, and I didn't want to bend Karl's pretty new bike.

But the Yamaha is a real confidence giver. The front forks, Enduro-travel

Yamaha calls them, look like Cerianis on the outside and seem to share the Italian product's uncanny ability to smooth out ruts and bumps uncomplainingly. Grab the front brake and lean hard on the bars and there is a nearly silent "whoosh" and the forks sink six-plus inches. On the go, they follow the land beautifully, never bottoming, although they occasionally "top" when the wheel drops into a deep hole or comes off the ground.

My first rather tentative foot-down slides went so well that I found myself gleefully going faster and faster until the front wheel erred into a deep rut and deposited me right on my dignity with a resounding thud.

Cursing my ineptness and thinking up apologies to Karl Huth, I picked up the Yamaha and found it unbent and unmarked. Clearly, the machine is built to take it.

A stab on the kick starter had the engine perking again and off we went together bounding over bumps and dips, sliding around turns and in general having a total ball.

The Enduro's engine is a masterpiece of torque; it seems to pull from almost zero rpms. The booster ports, which are just grooves in the cylinder which line up with holes in the piston skirts, allow extra-generous flow area combined with mild port timing.

All it takes is a tug on the bars and a twist of the throttle to make the front wheel extremely light. Wheelies are a snap.

For the really hairy of chest, Yamaha has a GYT (genuine Yamaha tuning) kit that raises the 21 horsepower machine to a nice round 30, at some sacrifice in low end torque.

The bike abounds in little niceties - quick change carburetor jets, easily detachable lights, a tuned, closely tucked away exhaust pipe, and spring-loaded folding pegs.

Yamaha claims 9.5 inches of ground clearance. I didn't have a ruler handy, but that seems conservative if anything.

The Enduro is going to be one great-selling motorcycle, when they get some to the dealers. Let's see, if I sell the Volkswagen....

FOREIGN MOTORCYCLE MANUFACTURERS CONTRACT FOR NEW YORK EXHIBITION

New York City's first International Motorcycle Show scheduled for the Easter weekend, April 11 to 14, at Manhattan's Coliseum will feature a collection of displays representing motorcycles manufactured in Italy, England, Japan, Spain, Germany, Sweden, Czechoslovakia and the United States.

The motorcycle boom which hit the

United States in 1965 with the mass introduction of lightweight models from Japan leveled off during the past 20 months. The current trend, in this \$650 million United States cycle market, is definitely leaning towards the larger models having piston displacement of anywhere from 350cc to 1,200cc.

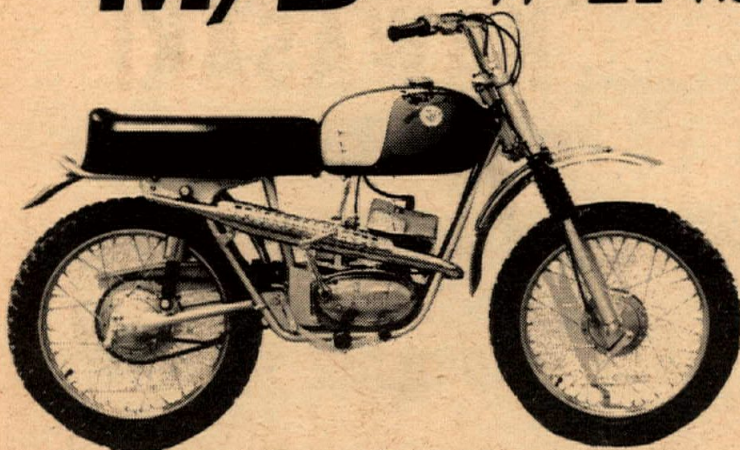
Leading the industry in "big bike" sales are such recognized brands as Harley-Davidson (United States), BSA, Triumph, Norton (England), BMW (Germany), Moto-Guzzi (Italy) and Honda, Kawasaki, Suzuki (Japan). These are the models designed specifically for the sports enthusiasts and long distance tourists who demand machines having 50 horsepower that can attain speeds in excess of 100 miles per hour. Retail price of these range anywhere from \$1,000 to \$2,000.

An entire new class not considered "big bikes" and too large to be called lightweights is the new category embracing models from almost every man-

ufacturer. These have engines of 350cc piston displacement and are priced considerably less than the big bikes. This new 350cc class is being introduced by the manufacturers as the trade-up model for the almost one million new riders who in the past 2 to 3 years purchased Japanese and Italian lightweights often in the under 125cc category.

Major overseas exhibitors whose numerous new models will be exhibited at the International Motorcycle Show at the Coliseum include Kawasaki, Suzuki, Yamaha and Bridgestone from Japan, England's manufacturers include Norton, Matchless and BSA. The Italians, whose popular lightweights can be credited with the original United States acceptance of small models, will be represented by Ducati, Benelli, MV Agusta and Moto-Guzzi. Other overseas manufacturers displaying new models for 1968 include Zundapp from Germany, Husqvarna from Sweden, Bultaco from Spain and Jawa from Czechoslovakia.

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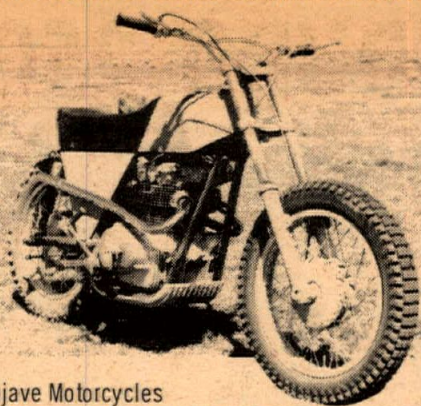
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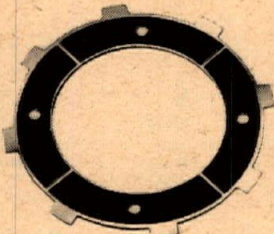
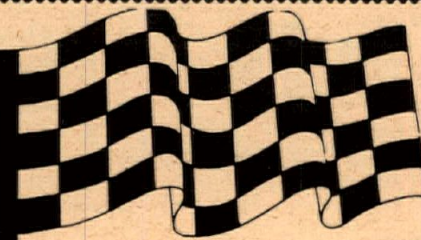
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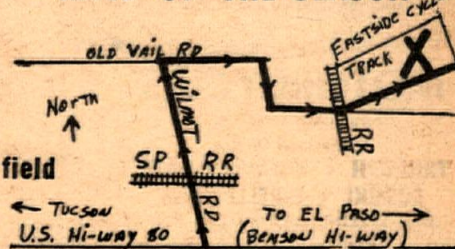
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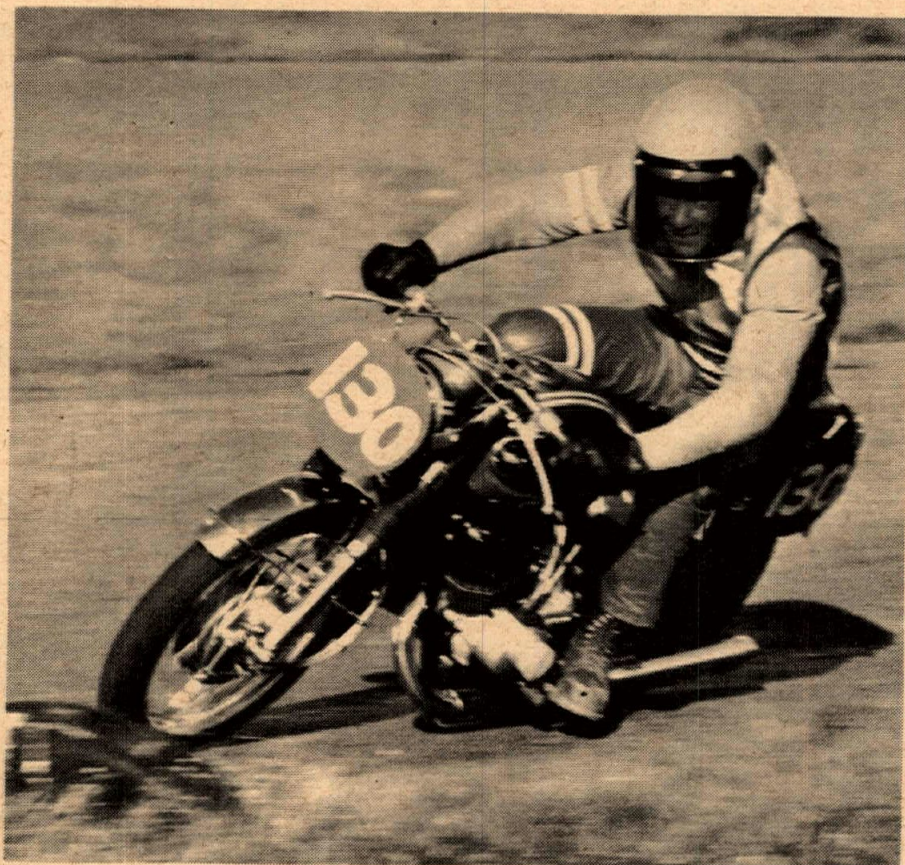
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March 17, 1968

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DAYTONA

March 13, 1968

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2nd Joseph Finan

KAWASAKI

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STONY MOUNTAIN 75 MILE NATIONAL CHAMPIONSHIP ENDURO March 10, 1968 Dalton, Georgia

GRAND CHAMPION: Wm. Osterkamp, Gary Ind.		Bul
LT. WT. Bob Agans, Galesburg, Ill.		Tri
BANTAM: Tom Penton, Amherst, Ohio		Pen
MED: Bob Puckett, Bristol, Va.		Bul
LT. HEAVYWEIGHT: Bill Baird, Sterling, Ill.		Tri
HEAVYWEIGHT: Gene Ritchie, Valparaiso, Ind.		Tri
SECOND BANTAM: Howard Ayers, Farmland, Ohio		Hon
LIGHTWEIGHT: Burl Canter, Bristol, Tenn.		Tri
MEDIUM: Al Yelverton, Newburg, Ind.		Gre
LIGHT HEAVYWEIGHT: John Young, Algonquin, Ill.		BSA
HEAVYWEIGHT: Carl Green, Kansas City, Mo.		Tri
SENIOR: Harold Ward, Rochester, N.Y.		Tri
THIRD BANTAM: Al Dom, Lorain, Ohio		Pen
LIGHTWEIGHT: Paul Lockaby, Austelt, Ga.		Tri
MEDIUM: Jere Burr, Austelt, Ga.		Bul
LIGHT HEAVYWEIGHT: Coyl Canton, Bristol, Tenn.		Tri
HEAVYWEIGHT: Jim Green, Knoxville, Tenn.		Tri
TEAM: Leroy Taylor, Leroy Winters, John Penton		Pen

ELSINORE TT Elsinore, Cal. Sat., Mar. 23, 1968

By Don Wallen	
100 NOVICE	
1. K. Tennis	Hod
2. D. Hopkins	Hod
3. C. Smith	Yam
200 NOVICE	
1. D. Kuhnhoff	Bul
2. R. Smith	Hon
3. R. Bailey	Mon
4. R. Gino	Duc
250 NOVICE	
1. R. Ellis	Bul
2. P. Moffatt	Mon
3. Soderstrom	Bul
350 NOVICE	
1. E. Bendrat	Hon
2. J. Keene	Hon
3. B. Mayer	Hon
500 NOVICE	
1. E. Hein	Tri
2. D. Danner	BSA
3. P. Shepherd	Hus
OPEN NOVICE	
1. L. Mitchell	—
2. R. Moore	Tri
3. E. Eckdahl	Tri
100 EXPERT	
1. S. Nichols	Hon
2. K. Tennis	Hod
250 EXPERT	
1. R. Ellis	Bul
2. D. Kanagae	Bul
3. J. West	Bul
500-OPEN EXPERT	
1. T. Simpson	Tri
2. R. Nichols	Tri
3. G. Bailey	Gre
SWEEPS	
1. S. Nichols	Hon
2. T. Simpson	Tri

DAYTONA SHORT TRACK Mem. Stadium, Daytona Beach, Fla. Fri., Mar. 15, 1968

By Susan Mann	
FIRST HEAT	
1. Gary Nixon	Tri
2. Jim McMurren	H-D
3. Neil Keen	Yam
4. Darrel Dovel	H-D
5. John Tibben	H-D
SECOND HEAT	
1. Gene Romero	H-D
2. Danny Hammond	Bul
3. Jim Maness	H-D
4. Ray Little	H-D
5. Emil Chadima	BSA
THIRD HEAT	
1. Sid Carlson	H-D
2. Chuck Palmgren	Tri
3. Sam Tanner	Bul
4. Elliott Schultz	Yam
5. Dick Mann	Oss
TROPHY DASH	
1. Sid Carlson	H-D
2. Gary Nixon	Tri
3. Jim McMurren	H-D
4. Chuck Palmgren	Tri
5. Gene Romero	H-D
6. Danny Hammond	Bul
FIRST SEMI	
1. Gary Nixon	Tri
2. Neil Keen	Yam
3. Chuck Palmgren	Tri
4. Gene Romero	H-D
5. Elliott Schultz	Yam
6. John Tibben	H-D
7. Emil Chadima	BSA
Time: 2:45.66	
SECOND SEMI	
1. Dick Mann	Oss
2. Sid Carlson	H-D
3. Jim McMurren	H-D
4. Darrel Dovel	H-D
5. Ray Little	H-D
Time: 2:43.38	
FINAL	
1. Darrel Dovel	H-D
2. Dick Mann	Oss
3. Gary Nixon	Tri
4. Sid Carlson	H-D
5. Gene Romero	H-D
6. Jim McMurren	H-D
7. Chuck Palmgren	Tri
Time: 3:25.45	

FAR WEST M.C. ENDURANCE RUN Eureka, Cal. Sun., March 10, 1968

By Tom Dilling	
0-175 CLASS	
1. Brian Lee	Hod 72
2. Tim Milton	Hon 68
3. Tom Dilling	Hon 60
4. Ray Crivello	Hon 58
5. Dave Jackson	Hon 54
6. Kim Lawson	Hon 54
7. Larry Miller	Hon 54
8. Terry Harvey	Hon 54
9. Rich Miller	Hon 54
10. Don Kennedy	Hon 54
176-OPEN CLASS	
1. Gary Howard (solo)	Tri 82
2. Nolan Hunter	BSA 80
3. Ed Nielson	Hon 79
4. Ben Cringle	Hon 78
5. Herb Zeck	Hon 78
6. Jim Anderson	Hon 78
7. Glen Reed	Hon 77
8. Jerry Aggeler (solo)	Gre 77
9. Dave Reynolds	Tri 76
10. Edgar Frisbee	BSA 72
11. Burt Strickland	Hon 72
12. Jim Creech	Hon 72
13. Jerry Steele	Hon 72
14. Steve Kauneckis	Hon 72
15. Gane Forson	Tri 72
16. Jim Killinger	BSA 69
17. Bill Law	BSA 69
18. Robin Foley	BSA 69

SIMI VALLEY TT SCRAMBLES Littlerock, Cal., Sun., Mar. 17, 1968

50cc MOTO	
1. Steve Nicholas	Hon
2. Steve Herrera	Hon
3. Jay Lewis	Yam
100cc NOVICE MAIN	
1. Don Bevans	Hod
2. Mike Rendigh	Bul
3. John Jones	Kaw
100cc AM/EXP. MAIN	
1. Kirk McDowell	Hon
2. Gary Scott	Hon
3. Kurk Lewis	Hon
125-175cc AM/EXP. MOTO	
1. Steve Bast	Bul
2. Norm Elledge	Bul
3. Ray Frost	Mon
250cc NOVICE MAIN	
1. Paul Schneider	Bul
2. Joe Sanderson	Hus
3. R.J. Eigenebrad	BSA
250cc AMATEUR MOTO	
1. Mike Bast	Bul
2. Dale Bird	BSA
3. George Spearing	Bul
250cc EXPERT MOTO	
1. John Rigger	Bul
2. Lee Stumpenhous	Bul
3. Rick James	Bul
OPEN AM/EXP. MAIN	
1. Rick James	Tri
2. Loren Andrus	Tri
3. Bob Mortensen	Tri
500cc AM/EXP. MOTO	
1. R. Carpenter	BSA
2. Chuck Berry	BSA
3. Bill McCoy	H-D
OPEN NOVICE MOTO	
1. Guy Smith	Tri
2. Nick Soteras	Tri
3. Jim Maupin	Tri
500cc NOVICE MOTO	
1. Bob Campbell	Tri
2. Dennis Stenson	Met
3. Charles Fair	Bul
350cc NOV/AM/EXP. MOTO	
1. Tom Standstill	Hon
2. Norm Elledge	Bul
3. Frank Wheeler	Kaw

INVADERS M.C. HARE SCRAMBLES Lucerne, Calif. Sun., March 28, 1968

By Dick Wright	
1. Steve Kirk	Op E
2. Gary Cole	250 E
3. Robert Rodine	250 E
4. Doyle Fields	Op E
5. Tom Maxwell	Op E
6. Philip Hoffman	Op N
7. Bob Ewing	500 E
8. Alan Gibbs	Op N
9. Carter Robins	Op A
10. Dave Lewis	Op E
11. Harold Mortensen	Op A
12. —	—
13. David Brewer	Op A
14. Bill Fullmer	Op E
15. Philip Bowers	250 E
16. James Coming	250 A
17. Harold King	250 N
18. Doc Bryce	500 E
19. Mike McCoy	250 A
20. Ron Sloan	Op E
21. Dan Kline	250 E
TRAIL BIKES	
1. Jack Morgan	(E)
2. Jack Froelick	(E)
3. Floyd Powell	(N)
4. James Jacklett	(E)
5. Bill Clayton	(N)
6. Wes Anderson Jr.	(E)
7. Bob McLaughlin	(E)
8. Ed Scheidler	(E)
9. Robert Paxton	(E)
10. George Ramey	(N)

TROJAN SHORT TRACK & TT So. Gate, Calif. Fri., March 15, 1968

By Mike Capalite	
100cc TROPHY DASH	
1. Larry Mane	Hon
250cc TROPHY DASH	
1. Lee Stumpenhous	Bul
100cc JUNIOR MAIN	
1. James Dunn	Bri
2. Jay Dunn	Bri
3. Carl Byers	Yam
4. Larry Mane	Hon
5. Mike Rendick	Bul
6. Tom Lay	Hod
100cc SENIOR MAIN	
1. Gary Bailey	Hod
2. David Aldana	Suz
3. Don Leal	Yam
4. Jimmy Raymond	Hon
5. Ray Vanderpool	Yam
6. Chuck Saxton	Hon
250cc JUNIOR MAIN	
1. Larry Taylor	Bul
2. Bill Reams	Hon
3. Robert Potts	BSA
250cc SENIOR MAIN	
1. Gary Bailey	Gre
2. Lee Stumpenhous	Bul
3. Chuck Saxton	Hon
SHORT TRACK RESULTS	
100cc JUNIOR MAIN	
1. Larry Mane	Hon
2. Carl Byers	Yam
100cc SENIOR MAIN	
1. David Aldana	Suz
2. Jimmy Raymond	Hon
250cc JUNIOR MAIN	
1. Pat Gorman	Mon
2. Robert Potts	BSA

FIFTH ANNUAL TROY JORGENSEN MEMORIAL SCRAMBLES Great Falls, Mont. Sun., March 10, 1968

By Charlie Rossell	
125cc A MAIN	
1. Bruce Smith	Kaw
2. Ed Virosko	Hod
3. John Klemencic	Hod
250cc A MAIN	
1. Robert Vonada	Bul
2. Ed Virosko	Bul
3. Jim Klemencic	H-D
650cc A MAIN	
1. Jim Slack	Tri
2. Dennis Sowa	Tri
TROY JORGENSEN MEMORIAL OPEN SCRAMBLES	
1. Robert Vonada	Bul
2. Ed Virosko	Bul
3. Jim Slack	Tri

POLKA DOT SCRAMBLES Helvetia, Calif. Sun., March 10, 1968

By Dale McKinnon	
100cc CLASS	
1. Alex Jorgensen	Kaw
2. Larry Beatty	—
3. John Grant	MB
100cc AMATEUR	
1. Ron Long	Bri
2. Paul Minor	Hon
200cc CLASS	
1. Gene Curry	Bul
2. Don Simmons	Tri
3. Joe Brazill	Bul
200cc AM/EX.	
1. Mike Ellis	Yam
2. Robert Young	Bul
3. Ron Davies	Hon

250cc NOVICE CLASS	
1. Doug Sisemore	—
250cc AMATEUR	
1. Joe Henry	Kaw
2. Bob Haustien	CZ
3. Stan Stanton	Bul
250cc EXPERT	
1. Paul Johnson	Suz
2. Carl Cranke	CZ
3. Jorg Jorgensen	Hus
350cc CLASS	
1. Mike Whitside	Hon
2. Bob Bruhn	Hon
3. Don Donaldson	Hon
500cc NOVICE	
1. Steve Young	CZ
2. Jim Skelton	BSA
3. Pete Laskier	Hus
500cc AMATEUR	
1. Ashley Jeffery	Tri
2. Tom Murphy	Tri
3. Elmer Kraus	Hus
650cc CLASS	
1. Bob Pollard	Tri
2. Dave Koss	BSA
3. Manuel Ferdnaz	Tri
360cc OPEN EX.	
1. Jim Saitone	Bul
2. Russ Powell	Tri
3. Miles Anderson	Hus

RESULTS

SPORTSMEN M.C. SCRAMBLER Perris, Calif. Sun., March 24, 1968

50cc NOVICE MOTO	
1. Steve Herrera	Hon
2. Dick Carver	Yam
3. Floyd Lewis	Yam
4. Hondo Vest Long	Hon
5. Gene Caldwell	Hon
6. Slade Long	Hon
50cc AM/EX. MOTO	
1. Gary Caldwell	Hon
2. Steven Nichols	Hon
3. Hank Scott	Yam
4. Tony Mason	Yam
5. Rick Parker	Hon
6. Kurt Lewis	Hon
100cc NOVICE MAIN	
1. Dennis Ray	Kaw
2. Jack Britton	Yam
3. Karl Wilson	Hod
4. Keith Tennis	Hod
5. Dale Hopkins	Hod
6. Greg Haserot	Hod
7. Jack Larson	Hon
8. Steve Larson	Hod
9. Don Bevans	Hod
10. Rex Brady	Kaw
11. J.C. Lewis	Hon
100cc AMATEUR MAIN	
1. Gary Scott	Hon
2. Gary Bevans	Hod
3. David Sprayberry	Kaw
4. Gary McKenzie	Hod
5. Steve Italiano	Hon
6. Steve Sturgill	Yam
7. Ray Shultz	Hon
200cc AM/EX. MOTO	
1. Stan Rodgers	Bul
2. Devon Sowell	Bul
3. Mike Bast	Bul
4. Bob Spier	Bul
5. Gary Griffing	Bul
125-175 AM/EX. MOTO	
1. Lloyd Quintard	Bul
2. Norm Elledge	Bul
3. Marty MacLean	Bri
4. Chuck Daly	Bul
5. Neil Winston	Bul
6. Lloyd Miller	Hon
7. Don Alfred	Hon
8. Dave Stroman	Bul
250 AM. MOTO	
1. Vincent Graves	Bul
2. Jon Lindberg	Gre
3. Jack Holt	Gre
4. Dave Stroman	Bul
5. Mike Bast	Bul
6. Jim West	Bul
7. H.D. Bloom	Bul
8. Kenneth Neal	Bul
9. Eddie McGrega	Bul
10. —	—
11. Merle Holt	Gre
12. Ted Longwith	Gre
350 NOVICE MOTO	
1. Doug Evans	Bul
2. Jay Wahl	Hon
3. Gene Lay	Hon
4. Roger Johnson	Tri
250 NOVICE MAIN	
1. Dave Lenar	BSA
2. Gary Riley	Yam
3. Ralph Wilkinson	CZ
4. Richard J. Talbot	H-D
5. Tom Clark	Bul
6. Loyal Walker	Bul
250cc EXPERT MOTO	
1. Fred Edwards	Yam
2. Eric Olesen	Hon
3. Brad Stankey	Hon
4. Morris Wright	Hon
5. Jim Connolly	Hon
6. Ken Lee	Bul
7. —	—

OVERALL HIGH POINT MAN

Dave Knutson, Valparaiso, Ind. Bultaco 997
(First time a Class B rider has won overall)

EXPERTS CLASS A - Lightweights - Motors up to 200 cc

Pos. No.	Rider & Home	Machine	Points
1	334 John Penton, Amherst, Ohio	Penton	988
2	321 Leroy Winters, Fort Smith, Ark.	Penton	981
3	132 Bob Agans, Galesburg, Ill.	Triumph	972
4	160 Mike Newell, Decatur, Ill.	Sachs	967
5	227 Larry Maiera, Hudson, Ohio	Honda	961
6	113 Allen Adams, Muncie, Indiana	Honda	957
7	13 Howard Ayers, Loveland, Ohio	Honda	930
8	66 Richard Callear, Peoria, Ill.	Bridgestone	907
9	336 Jerry Holm, Peoria, Ill.	Kawasaki	903
10	1 Larry Manor, Muncie, Ind.	Honda	895

Medium weights - Motors from 201 to 350 cc

1	24 Ray Kussmaul, Lansing, Mich.	Bultaco	991
2	244 Dick Andrae, Urbana, Ill.	Husqvarna	982
3	319 Neil Forsyth, Trenton, N.J.	Greeves	977
4	229 Charles Todd, Decatur, Ga.	Bultaco	973
5	137 Larry Williamson, Peoria, Ill.	Bultaco	973
6	140 George Chandler, Toledo, Ohio	Bultaco	968
7	240 Ted Schwartz, Chicago, Ill.	Husqvarna	968
8	335 Al Yelverton, Newburgh, Ind.	Greeves	961
9	67 Dwight Goodner, Ft. Pierce, Fla.	Harley-Davidson	940
10	48 Charles Whitton, Rossiville, Ga.	Ducati	931

Light-Heavyweights - Motors from 351 to 600 cc

1	325 William Baird, Sterling, Ill.	Triumph	991
2	54 Gordon Potter, Webster, N.Y.	Triumph	971
3	21 Dwight Stutler, Groveport, Ohio	Maico	969
4	158 H.W. Brown, Greenville, S.C.	Triumph	956
5	114 Warren Taylor, Atlanta, Ga.	Triumph	955
6	45 Len Puckett, Joliet, Ill.	Triumph	944
7	221 Cecil Marcom, Ft. Wayne, Ind.	Maico	942
8	306 Duane Buchanan, Pekin, Ill.	BSA	941
9	264 Harold Hinderliter, Ft. Branch, Ind.	Maico	940
10	5 W.J. Persinger, Grandview, Missouri	BSA	934

Heavyweights - Motors from 601 cc up

1	2 Benny Bootle, Greenville, S.C.	Triumph	933
2	310 Thomas Robertson, Atlanta, Ga.	Norton	840
3	23 Dean Potter, Peoria, Ill.	Harley-Davidson	805

Page 2 Alligator Endurance Run

NOVICE CLASS

BATAMWEIGHT - CLASS B - Motors to 100 cc

1	110 Roy Bellande, Biloxi, Miss.	Sachs	958
2	28 Charley Alber, Indianapolis, Ind.	Sachs	954
3	58 Jerry Galloway, Fort Smith, Ark.	Bridgestone	952
4	116 Al Born, Lorain, Ohio	Penton	951
5	214 Zane Kent, Marietta, Ga.	Sachs	944
6	57 Rolland Newman, Eagle, Mich.	Van Tech	924
7	250 Gary Whipple, Davenport, Iowa	Honda	920
8	124 H. Lee Fenton, Monument Beach, Mass.	Sachs	906
9	49 Robert Wilson, Jr., Rochester, Mich.	Yamaha	892
10	312 W. H. Scott, Mason, Ohio	Honda	889

LIGHTWEIGHT - CLASS B - 101cc to 200 cc

1	216 Ralph Haslage, Amherst, Ohio	Penton	965
2	231 Mike Winters, Fort Smith, Ark.	Sachs	953
3	207 Lamar Harris, New Paris, Ind.	Honda	941
4	8 Sam Hutcheson, Eight Mile, Ala.	Honda	907
5	18 Dennis Sappington, N. Little Rock, Ark.	Kawasaki	904
6	247 Jerry Cumbie, Austell, Ga.	Triumph	895
7	347 Harry Easter, Kokomo, Ind.	Triumph	895
8	223 Charles Robinson, New Paris, Ind.	Honda	881
9	17 J.H. Friddell, Atlanta, Ga.	Triumph	877
10	21 Harry Armstrong, Loveland, Ohio	Bultaco	866

MEDIUM WEIGHT - CLASS B - 201 cc to 250 cc

1	14 G. Fulleman, Morrestown, N.J.		962
2	107 Jere Furr, Austell, Ga.	Bultaco	961
3	340 Don Smith, Athens, Ohio	Greeves	959
4	55 Don Prowse, N. Little Rock, Ark.	Greeves	958
5	46 Buck Walsworth, Valparaiso, Ind.	Bultaco	950
6	4 John Burgard, Ocean Springs, Miss.	Greeves	942
7	203 Michael G. Bacino, Metairie, La.	Greeves	937
8	148 Doyle Berry, Rossiville, Ga.	Bultaco	933
9	118 Mike Willis, Shrewsbury, N.J.	Greeves	931
10	343 C. C. Ward, Greenville, S. C.	Husqvarna	927

LIGHT-HEAVY - CLASS B - 251 cc to 500 cc

1	141 Bruce Sutton, Columbus, Ohio	Maico	961
2	317 Don Fries, Belleville, Ill.	Honda	957
3	208 Marshall Elliott, Powder Springs, Ga.	Honda	954
4	313 Dillard Quinn, Mableton, Ga.	Triumph	953
5	353 Sherrill Kennedy, Thomasville, N.C.		945
6	11 Lamar Roseberry, Decatur, Ga.	Triumph	956
7	102 John Lund, Decatur, Ill.	Husqvarna	931
8	112 James Bransford, Decatur, Ga.	Ducati	929
9	210 Bobby Wheeler, Decatur, Ga.	Triumph	908
10	367 Lloyd Graham, Knoxville, Tenn.	Triumph	904

HEAVY WEIGHT - CLASS B - 501cc and UP

1	12 James Harris, Muscle Shoals, Ala.	Norton	903
2	311 Bobby Pendley, Decatur, Ga.		843
3	324 Leon P. Dube, Nashua, N.H.	Triumph	829

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HELVETIA SCRAMBLES



Eagerness evident, Paul Johnson (5) moves by one rider on the outside and sights in on Miles Anderson (46). Johnson went on to win the 250cc Expert Main Event at Helvetia.

Story and Photos by Dale McKinnon

The Polka Dots M.C. of Sacramento only sponsor a few races a year. The ones they do are outstanding and the event on Sunday, March 10 was no different. The 160-plus riders really out-did themselves on the two tracks provided — one for lightweights and one for big bikes.



Carl Cranke was a hard-riding 2nd in the 250cc Expert go, but wasn't satisfied with runner-up position.

By far the outstanding races of the day were in the 250 class. The Amateurs got to run by themselves as did the Experts.

Bob Haustine was off the line first with Stan Stanton right on his tail, with the eventual winner toward the rear. Joe Henry was moving up fast while Stan almost had Bob on the back stretch. Joe rode it a three-way go for first and coming over the jump you could have covered all three with a beach umbrella. They rode nip and tuck the next several laps, when all of a sudden a rider they were lapping went down. Bob had his choice of which way to go and took the outside which proved to be the wrong choice. Joe took the inside and came out slightly ahead and finished the last half lap that way, beating Bob by the narrowest of margins. Talking to Bob afterwards he said it was no disgrace to lose to Joe Henry, who always gives it his all.

They had to start the 250 Expert Main several times as Paul Johnson was so anxious to go and kept creeping as if he needed a little extra for his Suzie. As it worked out he got the lead anyway and held it to the end. But not until he beat back repeated attempts by Jorgy Jorgensen and Carl Cranke; they pushed him all the way while exchanging second place several times. It was a down-to-the-wire battle between Carl and Jorgy.

Carl Cranke made a valiant comeback in the 360-500 Expert go. He took a quick lead with Miles Anderson, who had some bad luck in the heats and was trying to change it in this one, almost sitting on his back wheel. Jim Saitone was in there close on a 360 Bultaco just waiting for a mistake...and it happened. Miles lost it



Numerous spills and restarts spiced the day's racing activities at the Helvetia scrambles sponsored by the Polka Dots M.C. of Sacramento. Two tracks were provided — one for lightweights and one for big bikes. Competition was heated on both.



Here's Carl Cranke again, and this time he cranked it on to win the 360-500 class Expert event wire to wire.

The Novices all made a wild bid for the first turn. It was 13-year-old Alex Jorgenson, an up and coming young star, showing the way out and he held it long enough to make it his second win in a row.

Another young rider to watch is John Grant. He got a third in the Main in his first race and he may be giving Alex a bad time when he gains a little more experience.

At last the 650's got their chance and it was Bob Pollard in the leader's seat with Dave Koss and Manuel Fernandez battling it out for second.

All in all it was a very good show especially after two motos in a row. (Results on page 16)

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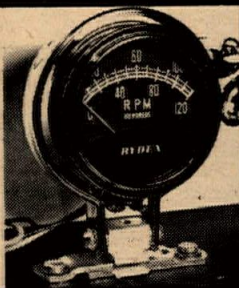
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TROY JORGENSEN MONTANA MEMORIAL SCRAMBLES

Story and Photo by Charlie Rossell

It was a cold March day, 1963, when 54-year-old Troy Jorgenson, from Harlowton, Montana, qualified for the Trophy Dash at the Black Eagle Scrambles Track in Great Falls, Montana. After parking his bike, this all-around veteran of motorcycle competition suffered a seizure. On the way to the hospital, Expert Number 87w, Troy Jorgenson died of a heart attack. Each year the Great Falls Motorcycle Club opens the Montana rough event season by dedicating the first race in memory of this great competitor.

Snowy Scramble

Under cloudy skies and snow flurries the 125cc Main Event roared away on Sunday, March 10. Kawasaki-mounted Bruce Smith sponsored by Erlandson Cycle of Lewistown, Montana squeaked out a narrow win over Robert Vonada and his Van Tech Hodaka. Bringing up the third place position was Hodaka-mounted John Klemencic from Great Falls.

The 250cc main was black-flagged when Dick Hembd and his Bultaco slid out and Larry Mill of Helena, Montana did a wild high-side endo after losing control of his Bultaco in the sweeper.

On the re-start Robert Vonada (also Bultaco) leaped in front to take the win followed by another Helena, Montana rider Ed Virostko. Jim Klemencic picked up third place spot after a bad start. He brought his Sprint from fifth to third but was unable to overtake Virostko.

The 650cc Main was an easy win for Jim Slack with Dennis Sowa tying up the second place spot.

Three-Way Go

As the Troy Jorgenson Open Class contenders lined up three riders looked like possible winners - Triumph-mounted Jimmy Slack and the Bultaco team of Robert Vonada and Ed Virostko riding for Ray's Cycle Shop of Helena. These three had turned the fastest times. Charging off the line Vonada made it clear that he was the one to beat as he led the race in



Eager starters in the 125cc Main Event, from left, Robert Vonada (Hodaka Van Tech), Ed Virostko (Bultaco), John Klemencic (Hodaka) Ron Komar (Honda) and Bruce Smith (Kawasaki). Smith (11) emerged victorious, Vonada was 2nd, Klemencic (9) took 3rd, Komar finished 4th.

a flag-to-flag win. The fight for second developed into a ding-dong contest between Slack and Virostko. Playing it safe, Virostko hung a wheel under the Triumph and waited. Finally on the fifth lap Slack went wide and Virostko dove under and went on to take second spot with Slack forced to settle for show position.

The track was in excellent condition and although it was a blustery day there was a good turnout for the kickoff race of the season.

(Results on page 16)

rule's adoption at that time was equally as anxious as Miller to avoid a midnight adjournment. He acquiesced to the demand for a reading but ruled that no discussion or amendment would be entertained. Following the reading, the body accepted the new rules as read.

The Artesia Pioneers objected to the rule requiring the promoting club's referee to ride the route of a Poker Run three hours before the run. Howard Eble and several others pointed out that this was a safety feature required by the AMA.

The rule changes were both major and minor in character. Major in that almost every section had minor corrections in wording. These minor changes will have a major effect on procedure and delegation of authority. Other changes have the effect of streamlining the originals, eliminating some duplications and changing the numbering system. Cycle News will publish the new rules for all road riders to read and clip.

RRC Referee Bill Miller stated that the rules committee would make every effort to consider any future suggestions for change and recommend amendments to keep the rules workable.

A roll call vote resulted, after three hand votes were too evenly divided on a motion by Charles Buckner to provide free entry to the Pine Cone Rally for the RRC Reps who work either Pine Cone or the Spring Tour. The measure passed by only 4 votes.

On a motion by Miller, money was appropriated to print judging forms to conform with the changes required by the new rules. The amount was for RRC use only. The member clubs of the RRC must secure their own forms.

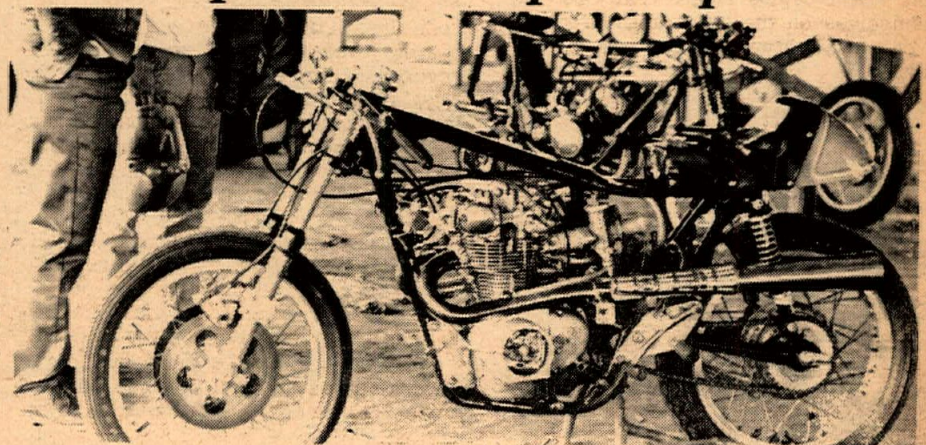
Chart Steward Lamar Haywood noted a poor chart turn-in for January, probably due to a shortage of chart forms. His motion to extend the deadline until March 15th carried.

Chart Standings as of January are:

Male Solo:	Jack Anderson	199
Gal Solo:	Dot Porterfield	190
Passenger:	Joy Garcia	198
Sidcar:	Sherman Ames	184
Club Percentage:	Santa Ana	
	Cruisers	100%
	Lucky Wheels	100%

The next meeting of the RRC will be on April Fool's Day, 8:00 p.m. at the Alhambra Prudential Savings and Loan Building, 1300 Valley Blvd., Alhambra, Cal. All road clubs are invited to attend.

Modifying The 450 HONDA For Speed and Sport part 2



Suspension, Tires and Brakes

By Dick Kilgroe

The toughest problem that faces a 450 Honda owner is how to give away 75 pounds to competitive bikes and still obtain competitive handling by using the stock frame.

The most outstanding aid to our road racer's handling problems was the addition of a pair of Ceriani road racing shocks, using the Moto-Cross springs, which are necessary to handle the increased weight. Super Hawk shocks fitted with the YB-CB92 chromed springs work better than the stock shocks. The Ceriani or Girling type shocks will require fabricating different mounting sockets on the swing arm.

We have always suspected that the stock forks undergo some side-flexing or twisting under certain high speed cornering conditions, and using the 305 scrambler forks, which are about 1" longer, have stiffer springs and thicker walls, not only helps the flexing problem, but aids the ground clearance and increases the trail, thus "slowing down" the handling slightly, which also helps. Use of a brace at three locations on the forks helps also, especially if you favor any type of front brake that exerts an uneven braking force on the forks, thus causing flexing problems from both ends.

One of the inherent advantages of the dual-disc brake is that it features absolutely even loading under all braking conditions. That's why we still use the stock forks with heavier oil. They seem to work all right with Goodyear or Avon "round type" tires. It's when you use the triangular Dunlops that you experience really scary unstable handling in fast sweepers not taken all the way leaned over. The "V" type tires do help throwing it down into a corner, however, and there are turns where you have to exert more than a little effort at the handlebars to force the bike over with the round tires. As a rule we would advise round tires for fast courses with banked or sweeping turns, and V tires for flat sharp-cornered short courses like Carlsbad, where you need quick

handling and "dive for the inside" characteristics. Again, the trend toward lower profiles notwithstanding, 450 Hondas definitely need 19" wheels to obtain proper ground clearance and handling. We were absolutely horrified to see Honda come out last year with 18" wheels on their Daytona entries, and feel that this definitely led to crashes they otherwise could have avoided, such as Jim Odom's in the Amateur race.

Streamlining also has a pronounced effect on 450 handling, but that again is another story.

The most positive asset to the 450's handling is of course the smooth, broad power range that lets the rider simply dial on more power at anxious moments, which nearly always pulls everything straight down.

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RRC MEETS

By Robert O. Fee

Nineteen clubs answered roll call at the March meeting of the Southern California Road Riders Committee, Monday, March 3 when Chairman J.M. Jones called for order at 8:10 p.m.

Most of the evening's business was concerned with the coming City of Hope Spring Tour, April 27. Bob Decker of the Toppers M.C. reported that he has lined up lots of entertainment for the riders enjoyment. A children's carnival will be the feature attraction for the kids. The parade will be led by "Syder" who really thrilled the crowds in 1965 with his daring wheelies. Another new addition will be the Highland Park Elks' Lodge drill team. The Victor McLaughlin group and the Ace of Clubs drill team will also return to the '68 Spring Tour.

Sherman Ames, President of the Harley-Davidson Dealer's Association, announced that the dealers would donate a M-65 Trail Bike for raffle. Another raffle set up by Decker will be of interest to Southland Road Riders. With most clubs already signed up, the winner of the raffle will receive free entry for two to all the road rallies or poker runs sponsored by the participating clubs. Dick Wilkins of the Sociables volunteered to print the advertising fliers and posters at his cost. They will be in the mail the first week in April.

Rule Rhubarb

A controversy developed over the rules when Referee Bill Miller moved to accept the revised rules as submitted by the Rules Committee without a reading. A question of order was raised on the propriety of adopting any business, especially changes to the by-laws without reading the changes to the body. Miller was fearful of a three-hour discussion of the rules' merits. Chairman Jones, who chaired the 1965 meetings and suffered endless bickering over the

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THE FINISH LINE

By ROXY ROCKWOOD

Odds and ends left over from Daytona: Swede Savage drove a Mercury Cougar to second place in No. Carolina in the first race for the new compact car division races. He was leading until the tires wore out. Swede did this the weekend the Speedway opened for the bikes just to the South.

George Roeder was at Daytona—pushing some of the Team-Harleys around the pits. He was voted the Most Popular Rider by the AMA for '67.

Chris Draayer was back on the scene, keeping records for the H-D team in the pit garage. We also did an interview with Chris on the radio during Speedweek, on the Webco Show.

The \$500.00 mechanic's award to the machine that turned in the fastest time went to the now-retired National Number 51, Babe DeMay, who was one of the wrenchmen on Roger Reiman's H-D. The award came from Cycle Magazine.

When Mike Duff fell off in the 250 race the end results were more serious than expected. Mike re-injured his hand, has to delay his move to Los Angeles for another skin graft over a previous injury obtained a couple of years ago in one of the European Grand Prix races.

If any readers want color photos of the various racing teams or of individual racers in action they will be for sale soon through Cycle News. Some of them are really great shots.

Nixon's Due In Town

Moving over to Ascot next weekend for the double-header and fans can look for Gary Nixon, the new National Champ, to be on hand for both the half-mile on Friday night and the TT on Saturday night. Gary has a lot of catching up to do in the point race if he is going to hang onto that Number One in '68.

Cal Rayborn is the point lead with close to 120, Nixon has twenty-seven. Jimmy Odom and Gene Romero are also off to a good start in the point race that

will run all the way through next October.

Word is that Ascot will have a "New Look" in many spots in the program this year with a change in the format on the half-mile and a different TT track for the riders after the coming "jumper" in April.

One of the busiest firms in town getting ready for the new Ascot season is the Sonicweld frame company out in the Valley. They're working two shifts to try and meet the demand on the latest addition to make the boys go faster at the local Gardena oval. Nixon has ordered five frames for himself.

Local H-D tuner Jerry Branch was the official mechanic for Bart Markel down at Daytona but as yet Jerry has not signed to do the duty for any of the many H-D riders for Ascot this year.

Here Come The Two-Strokes

A first for Ascot next Friday night will be the new Suzuki 500cc two-stroke twin. There will be more than one and if they go as well on dirt as they did their first time on pavement at Daytona then Suzuki may not only be kingpin in the Novice class, but the Expert class as well.

Yamaha will field a Novice team for the first time in two years with Keith Mashburn, Don Dudek and Freddy Edwards. They will ride the 250 twins, not the new 15-inch singles that have been burning up the TT track.

Look for the yearly battle at Ascot on the half-mile to be a red-hot one between BSA and H-D. Triumph still controls the TT track. BSA will not, repeat, will not, have things all their own way on the oval this year as they have in the past many, many seasons. Triumphs may even surprise on the half-mile, also.

Next week will devote the column to who will be riding what on the Ascot half this year — all 33 weeks of the season. It is the best and most balanced lineup ever since the string started back in '59.

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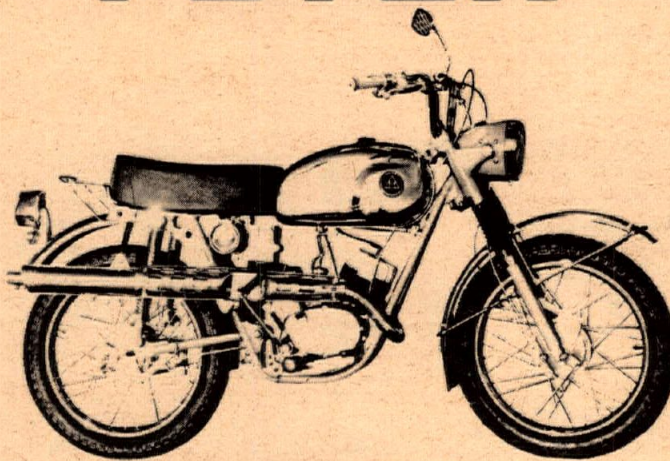
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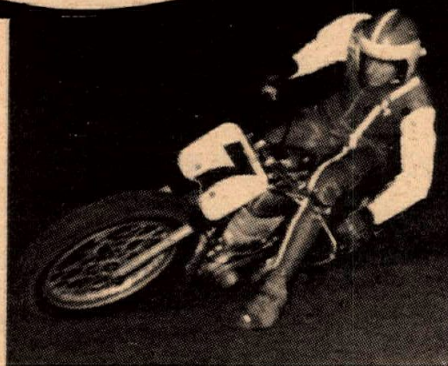
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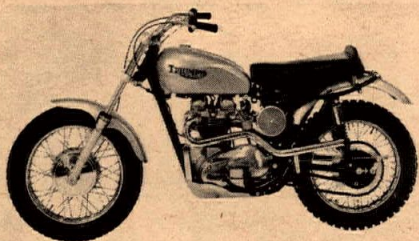
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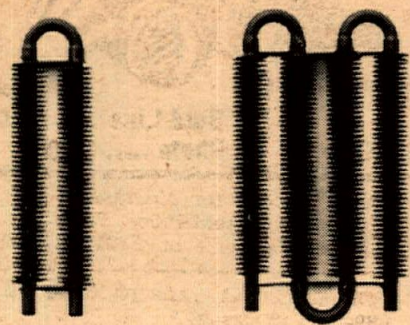
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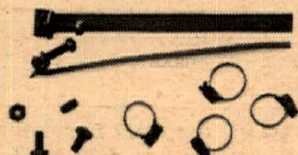
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MEET THE RACERS



CYCLE PROFILES: FRANK F. CONLEY

By W. M. Askins

The weekend of April 6 and 7 will be a big occasion for many cyclists, but perhaps for no one as big as it will be for Frank F. Conley, secretary of the Classic and Antique Motorcycle Association.

The Visalia (Calif.) Fair Mall will be the scene of the Association's first show and rally. It is the first event of its kind ever to be held on the West Coast.

Conley learned about these antique cycle shows and rallies, which have been held for years in various parts of England; and he set to work to create such an annual event for the West Coast. The CAMA, which he worked so energetically to found and of which he serves as secretary, is dedicated to "The preservation, resoration and operation of classic and antique motorcycles."

By trade Frank is a printer and has been for more than 20 years and in recent years both he and the members of his family have become increasingly active and enthusiastic over motorcycles and cycles. He has owned more than 50 different cycles. He has been a member of the Vintage Motorcycle Club in England for most of his quarter of a century of cycling.

His wife, Kathy, has her cycle. His son, 15-year-old Mike, almost beat him in his first Hare Scrambles last autumn.

Here is Frank's own account of his career in cycling: "I started riding about 25 years ago on a 1937 Harley 80 flathead, have been riding ever since. Started riding Class C quarter-and-half-mile in 1947 on an Indian Scout then switched to BSA. Rode mostly in Calif. until 1951. Rode my first desert race in 1948 and have been at it ever since. Started with the 1948 Big Bear Run and fell in love with the desert, rode the last Big Bear in 1961 - the last one was called no contest. Have ridden most of the large Hare and Hounds, Hare Scrambles and Enduros that have been held on the west coast. Rode Greeves for about 5 years, switched to Triumph 500 in 1966.

"Ride Expert class, number 22u, District 36a (now District 35), am member of the Visalia Ramblers, the best club in the district, and in the past ten years have held every office at least once, was club referee for 1965-6-7 and AMA Tech. Committeeman for cross country racing for Dist. 36a which I have held for the past 3 years.

"While getting over a leg injury acquired by sticking my front wheel in a downhill badger hole a few years ago, I decided to have a go at restoring a old bike.

"I picked up a rare 1937 Excelsior Manxman 350cc OHC in a complete state of decay and went to work restoring it to new condition, won best Antique World of Wheels show in Hollywood in Sept. of last year and special display award at the Winter Nationals held in L.A. last Dec. It was the only Classic or Antique Bike shown. Am now in the process of restoring a 1917 Harley Single and have two rare classics on the way from England.

"The Classic and Antique Motorcycle Assn. was started last year by a few collectors and restorers who thought it was about time we had a group or

Association for the classic and antique buffs in this part of the country with a few events each year held on the west coast. I am Secretary and editor of our semi-annual bulletin. We hope that our Assn. we will help the interested Classic and Antique owners in meeting others with like interests, finding parts or whole bikes as the case may be.

"We feel that the collecting of our type of bikes will be a coming thing in this country, and will be a fine way for the motorcyclist to keep his hand in after he has given up racing or has retired from freeway frolic. This is not just a hobby for old timers but anyone who loves the beautiful workmanship, quality and design of the Classic or Antique Motorcycle can find one and restore it for a lot less than the horseless carriage guys and still have a real link with the past. The Vintage Motorcycle club of Great Britain has over 2000 members and have many rallies and events each year. Our Assn. plans the same type of things and we feel the motorcycle sport in this country is ready and waiting for it.

My wife rides a Kawasaki 120 and has ridden several enduros. My son Mike rode his first Hare Scrambles in Nov. of '67, almost beating his old man, but I got him on the last lap. I guess I taught him too well."

MIDWEST OHIO MESSAGE

By Ford Reid

Now you can buy an out of the box enduro winner, at least the machine should be a winner if you are.

The bike is being distributed by the Penton Brothers of Amherst, Ohio and is called the Penton Six Day. One of the Pentons is John and if you've followed enduros and international trials at all you know him as one of the best in both fields. John's been a threat on the National enduro circuit for years and this year won a medal in the International Six Day Trials in Poland.

So, it's obvious John knew what he wanted in an enduro bike when he started designing this one from the ground up.

"I wanted a lightweight bike that would go," John told me, "and we designed this one to be just that."

My first look at the machine was a strange one for a stump jumper - it was winning the 125 and under class at the first Ohio TT of the year. John's son, Tom, was making the machine do impressive things, but then all of the Pentons are impressive riders.

Power for the Penton Six Day comes from a 125cc five-speed Sachs plant. The motor develops 15-1/2 horses and, unlike many lightweight machines, should be powerful enough to carry bigger riders.

The machine weighs 185 pounds, has a 53-inch wheelbase, 10 inches of clearance and a seat height of 31 inches. Moto-cross tires of 275x21 and 350x18 are mounted in the front and rear respectively.

And speaking of fronts and rears, the machine has Ceriani suspension all the way round. The forks are full 250 moto-cross Cerianis with six inches of travel.

The bike is suppose to do 70 miles an hour on the road, plenty fast for those between sections runs.

It isn't an all purpose machine, a street scrambler or even a trail bike. John Penton, a man who knows what he wants in a competition machine, has designed a bike for enduros, Ohio mud runs and an occasional moto-cross.

The \$695 price tag may seem a bit steep until you start to think about those Ceriani forks and you see the workmanship on the details of the bike. Everything is of the finest quality and John says the price is rockbottom for the quality.

Available will be a baffle for the tuned expansion chamber and a lighting-speedometer kit for enduro riding.

The lighting kit will include a fully calibrated VDO enduro speedometer and will go for \$59.95.

If you're serious about enduros and you're looking for a machine you could probably do a lot worse. If John Penton himself is going to ride the Penton Six Day in National enduros it couldn't be too bad.

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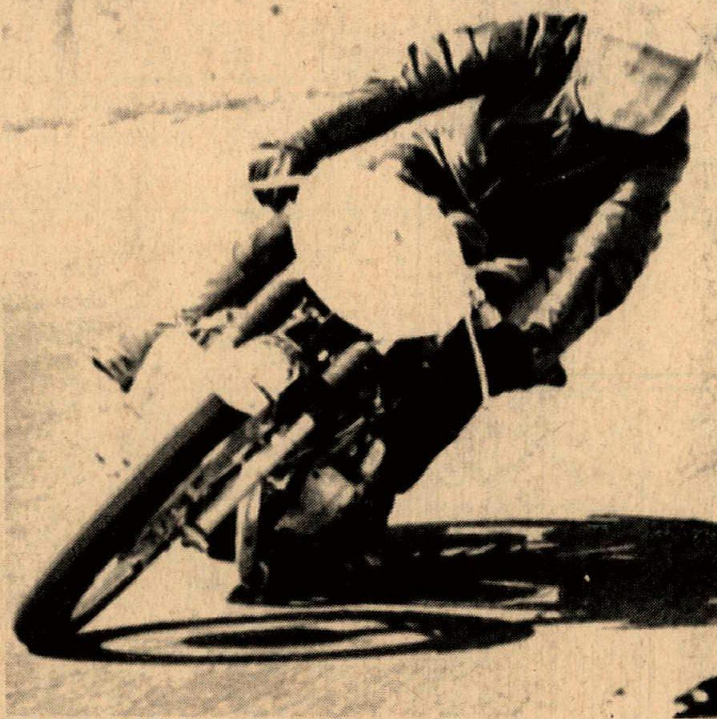
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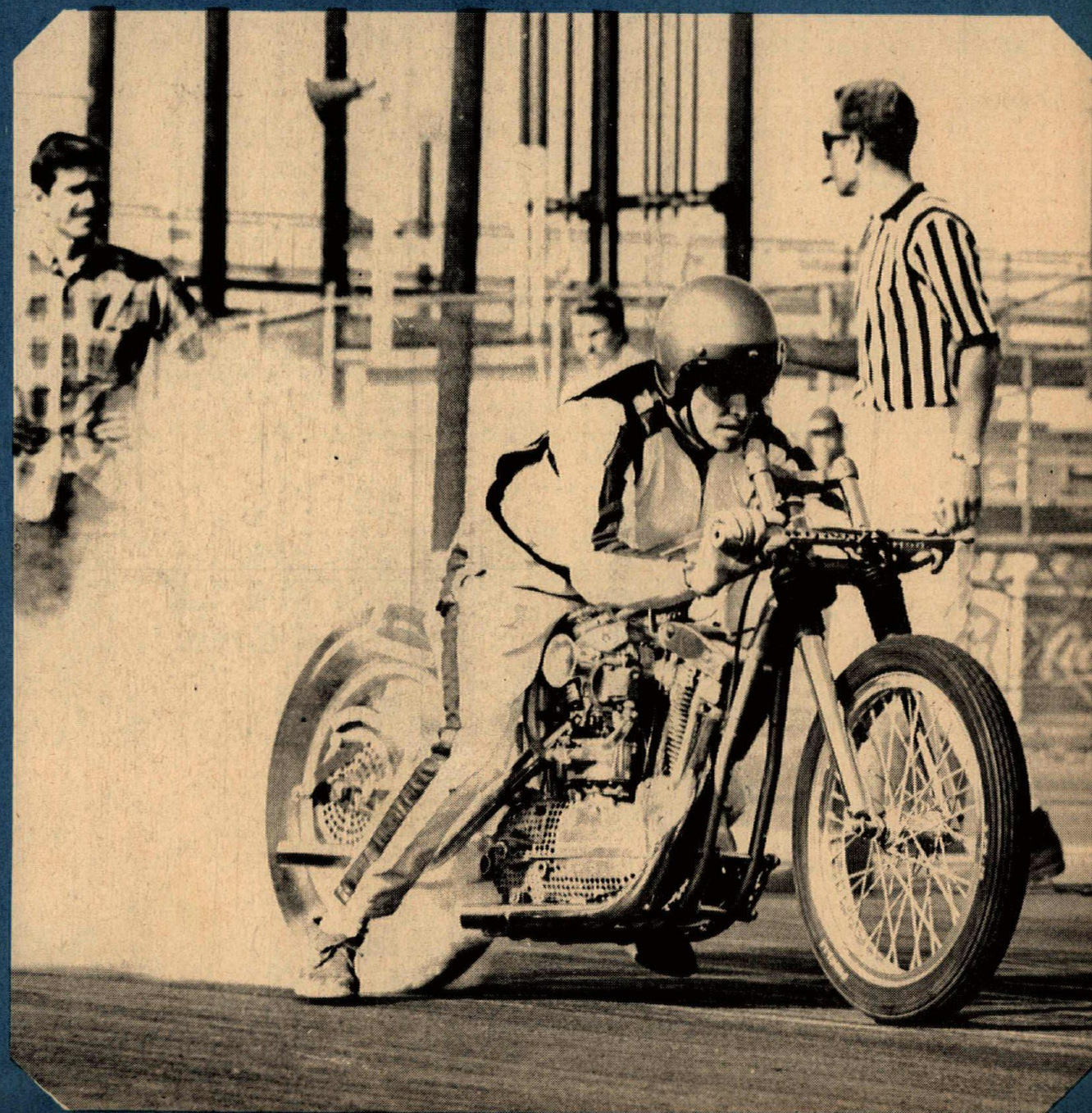
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CYCLE NEWS

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AMERICA'S ONLY MOTORCYCLE WEEKLY NEWSPAPER



Burning off the line at Elms Drag Strip 1968 all-bike meet is Dave Campos (H-D) from Albuquerque, New Mexico, who tied with Leo Payne's Harley for top elapsed time of 9.78 seconds. Payne hails from Cedar Rapids, Ia.
— Photo by Dennis Greene.